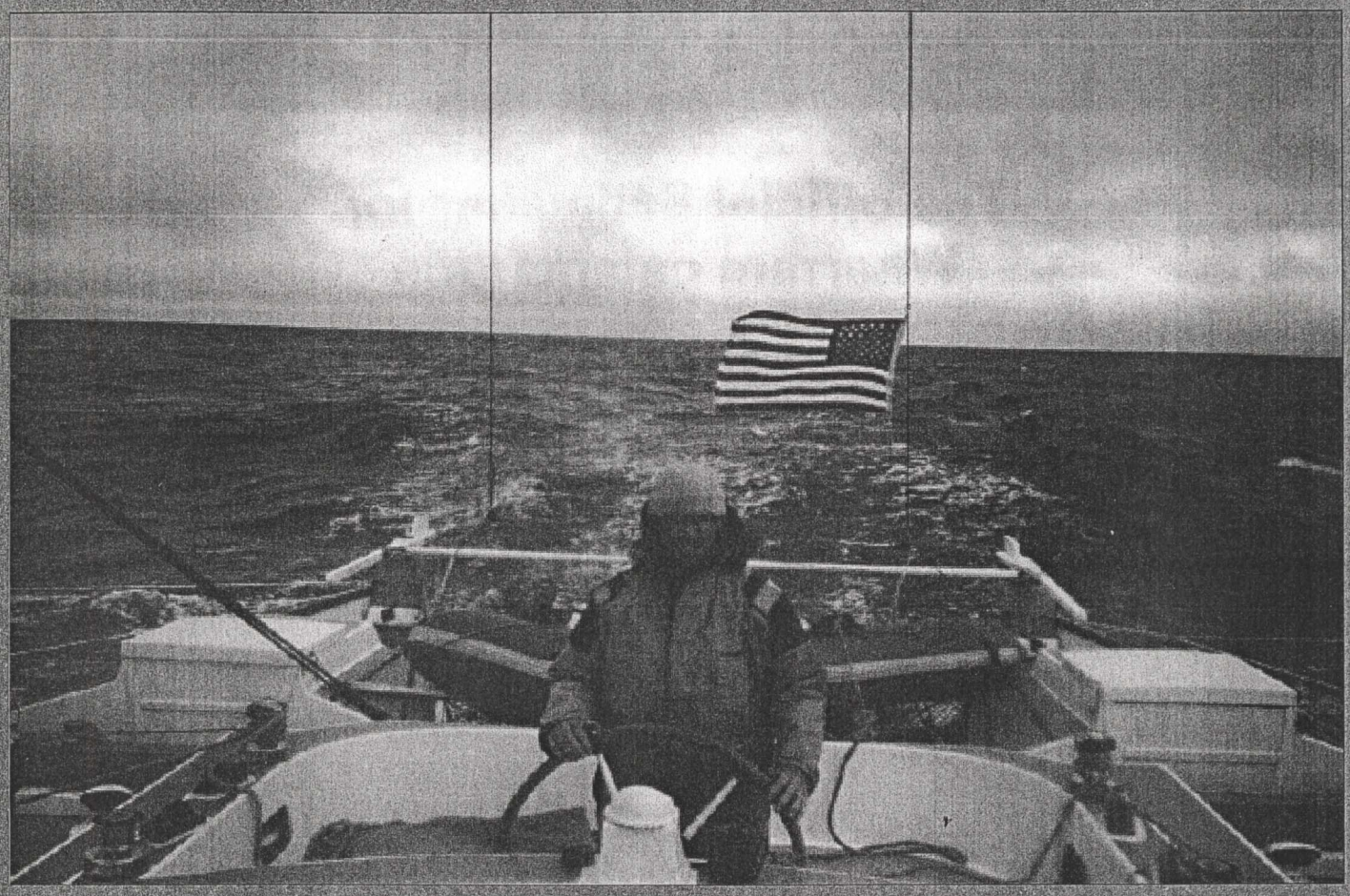
The Sea People



Tiki 46 Hull #1 launched
Atlantic Oro log – Leg 1 UK – Canaries
Cat Corner - Ontario Canada
DIY Plywood gear
Jersey sailing
News from SeaPeople

No 48

JUNE 2002

SAILS

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Jeckells
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Contents and Contacts

The Sea People

Magazine of the Polynesian Catamaran Association

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Editorial	First steps	5
News	**Late Delivery of #47**	4
	Call for committee nominations	4
	Sailing in and around Jersey	12
	News from Sea People	17
	LOS DOS – another admirers viewpoint	25
Seamanship	Fishing for the table	14
	Galley Issues	16
	Cool Change – UK to Canaries	18
	Cat Corner – Hamilton Harbour, Ontario, Canada	24
	Hints & Tips	26
Construction	PEACE IV prep & launch	6
	Never too early to become a boatbuilder	8
	Strip Plank Tiki 31	10
	SALAD DAYS launching & build reflections	22
	DIY courtesy flags & nav aids	23
Pot Pourri	Letters	26
	Humour	27
	Ditty Bag	28

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Cover Picture: Rob Sheridan at the helm of Oro 46 Cool Change owned by John Russell.
Photo by David Weinstock (see associated story pages 18 – 21).

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

Notices to Members

Apologies to all non-UK members for late receipt of issue #47

Our March issue #47 was sent out from the PCA office on April 16th(non UK members) and April 18th(UK members). A sufficient number of non UK members contacted the PCA office, in late April & May, to ascertain when they'd receive their copy.
After numerous phone calls to our bulk shipper, who for the moment shall remain nameless, it was determined they had lost the entire non-UK shipment. A replacement shipment was sent out on June 27th and hopefully all members should have received their copies by now.

We are in the process of recovering the cost of the replacement magazines from the bulk mailers insurance.

It has always been our intent to monitor the performance level of our bulk mailer, with an ongoing view to always obtaining a quality & economical level of service.

One side benefit of us going to a predefined publication schedule is to let the membership know that they should expect to see the magazine at some point in the month following publication months of March, June, September & December.

Your Committee

Call for Nominations of PCA Officers

If you wish to nominate someone for any of the positions please send your nomination to the PCA office or nominations@pca-seapeople.org by August 15th at the latest. Please ensure that the candidate that you are nominating is willing to serve. If sending nominations by e-mail your e-mail addresses needs to have been registered with the PCA office before nomination can be accepted.

Even though the following officers, so far appear willing to restand (it has been a very short year of service this year), all nominations are welcome nay, encouraged. Manpower is still somewhat short on the ground e.g. Events Secretary role went unfilled last year and could be reason why less events appear on this years calendar .

Mike Wynn (Commodore)	Dave Peak (Vice Commodore)	Ken Hook (Secretary)
Ollie Mullett (Treasurer)	Dave Peak (Editor)	Gerald Winkler(Eur rep)
Steve Tellardin(US rep)	Lee Shipley (Aus rep)	Frank Sarnighausen(ad hoc)
Roger Ayres(ad hoc)	Mike Duckett(ad hoc)	

Starting now, all members sending in future articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing, burgee, plus the articles that have been presented in the money saving column for that year. Sorry, committee members not eligible.

the longest journey begins

.....with a but a single step (Confucious)

One of these days I really, <u>really</u> will join Procrastinators Anonymous, honestly. If you're anything like me, one of the greatest tasks in any project is just getting started. I'm an inveterate planner, there is always a different perspective to look at, a different solution.

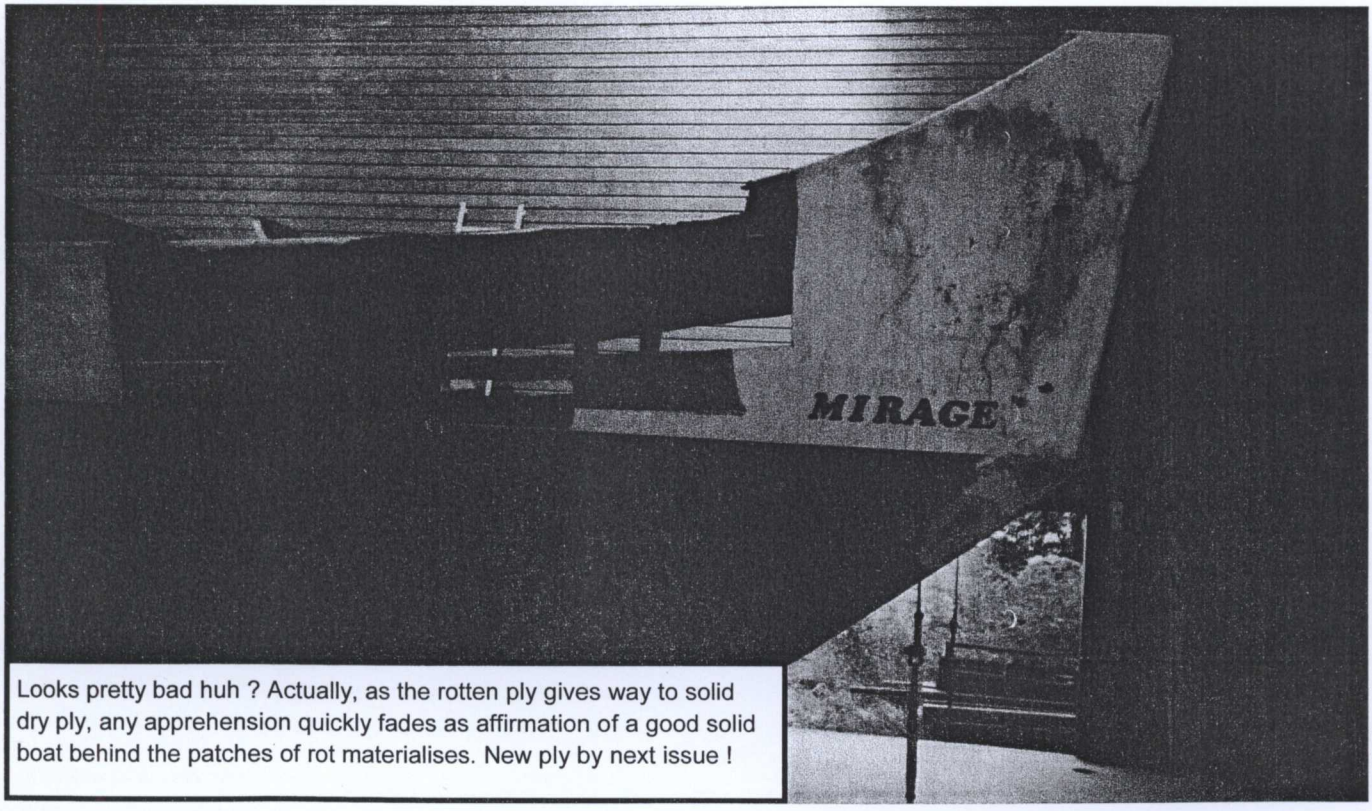
Watching TV the other week, the owner of a fully restored 70's Ferrari, put my anxieties into words "the most difficult part was simply just getting started", this gave me the impetus to get cracking with the restoration of "Mirage", my Pahi 42 (waiting for me in Rotterdam).

I spent the first day, surveying hulls, decks & cabin tops, finding and marking rotten ply in eight or nine areas of rot in the two hulls, varying in size from one square foot to about 3 square foot . Cabin tops & decks revealed a further half a dozen areas of rotten or delaminated plywood, generally larger than the areas in the hulls. With only one exception, all areas of rot could be traced to penetration of the ply by screws or other fasteners. The one exception was on the rear deck where a couple of tears in the covering fibre-glass cloth had obviously allowed water to become trapped under the cloth.

Day 2 was a lot more anxious, cutting out the rotten ply. Making that first cut in an apparently sound looking boat is a little troubling. But cut it I must, because the "dead" plywood is usually just the start of the surgery. The standard rectangular shaped stringers unfortunately act as a water-trap and it's not unusual to find rotten stringers behind the "dead" ply. When cutting out the "dead" ply, I start with a sabre (or jig) saw for cutting back until good plywood is found.

Well, my first step has begun, I hope it inspires you, in some small way, to begin your first step, be it buying your plans, starting your build or rebuild. Good luck and good progress.

Dave (Peak).



Looks pretty bad huh ? Actually, as the rotten ply gives way to solid dry ply, any apprehension quickly fades as affirmation of a good solid boat behind the patches of rot materialises. New ply by next issue !

Articles for submission to the mag can be sent to the PCA Office or electronically to pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also) and pcapix@pca-seapeople.org[for pictures or drawings] - jpg format preferred, bmp 2nd choice (pictures should be scanned in at 300x300 resolution and should be no more than 300K please)

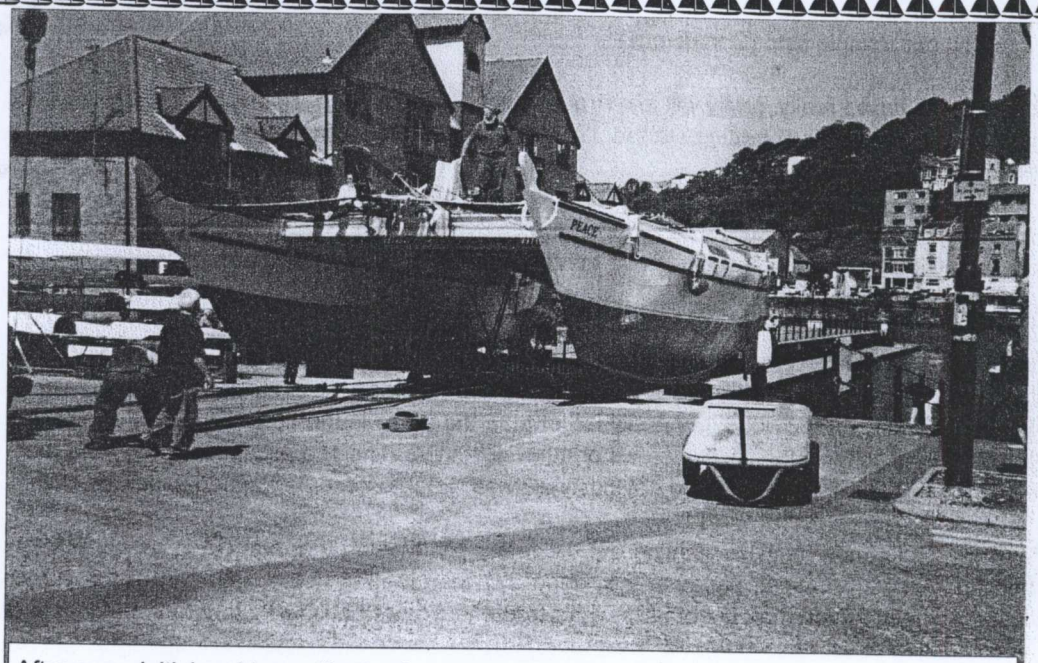
"PEACE IV" final preparations & launching

Anne & Neville Clements

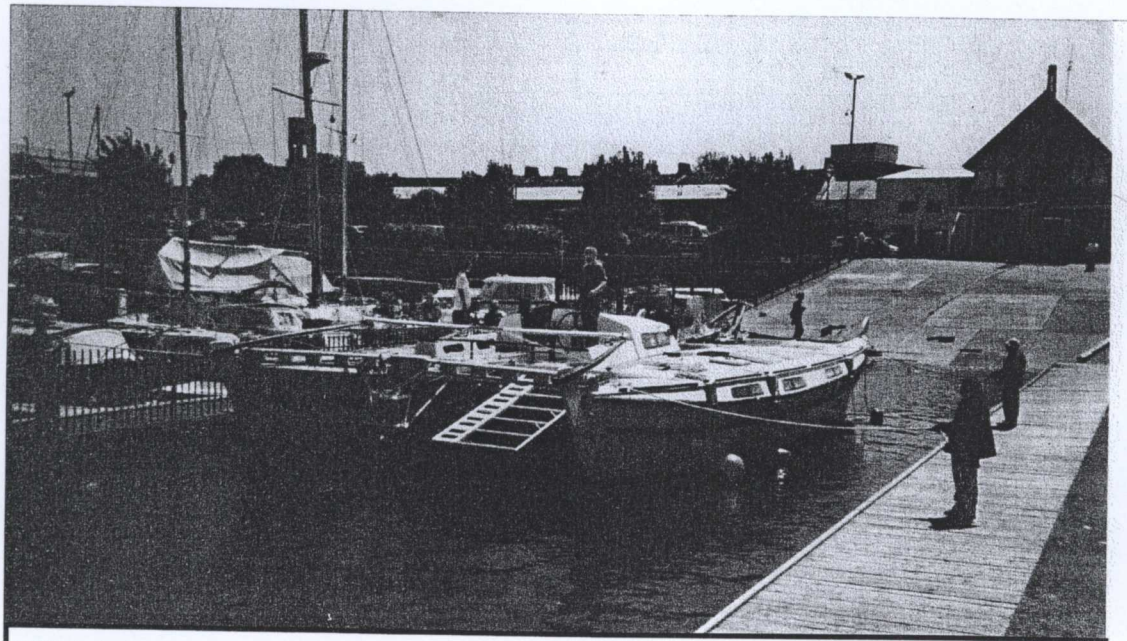
The crane and two men came yesterday & lifted away all the decks, pod, cockpit, forward mastcase etc in dry & sunny conditions while we prepared the boat for the first phase of launching - getting her to the water.

We finished the last of the yummy cake, left by Ken & Anita Hook, for the tea break & the crane men left us just after noon. Today the Rain Gods have kindly blessed us with a much needed morning off.

The next couple of weeks will see us washing , sanding, & putting some final coats of epoxy & paint on the many places which we had to adjust (grind off or drill out larger) when putting the boat together. Then the crane will come again to lift all onto trucks & haul them to Bristol City Docks so we can put them back together again & slip the boat into the water.



After some initial problems, like turning corners & removing parked cars with crane, cradle & PEACE IV ready for launching at the top of the slip.



With help from various line handlers, Bill Bailey, Anita Hook and some of Anne & Nevilles' friends, PEACE IV slips off her cradle into the waters of Bristol. With Neville at the helm, she's ready for fitting of masts & rigging and probably itching to begin her cruising life.

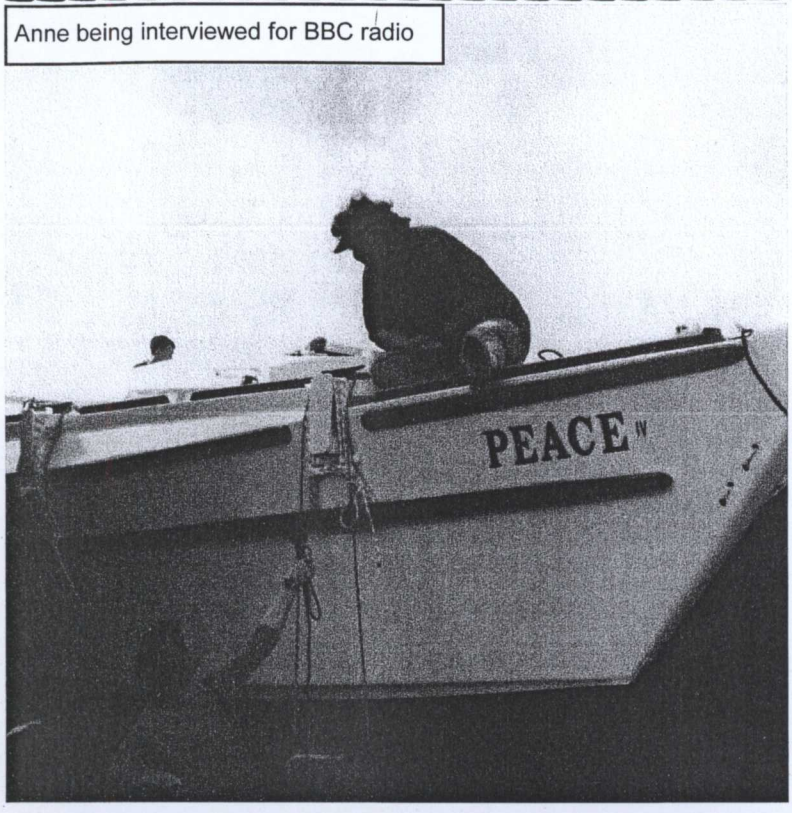
At this point, we certainly do look forward to sailing & living at sea once more, but there are other feelings we did not expect to have now. We never expected to take so long at building so we had no idea we would make so many friends here in the countryside so far from the ocean.

Now that we are going, we know how much we will miss them. These have been working relationships for the most part - people who bring encouragement & willingly pick up tools or sheets of sand paper to help us or who welcome us scrounging around their scrap heaps looking for offcuts etc. We live on a canal boat so sometimes we get invited to their homes for a hot meal or hot tub on really cold days when we can't work with the glue etc.

Our suppliers have also become friends & we are grateful for their help in getting good materials at the right price.

"PEACE IV" launching

Anne & Neville Clements



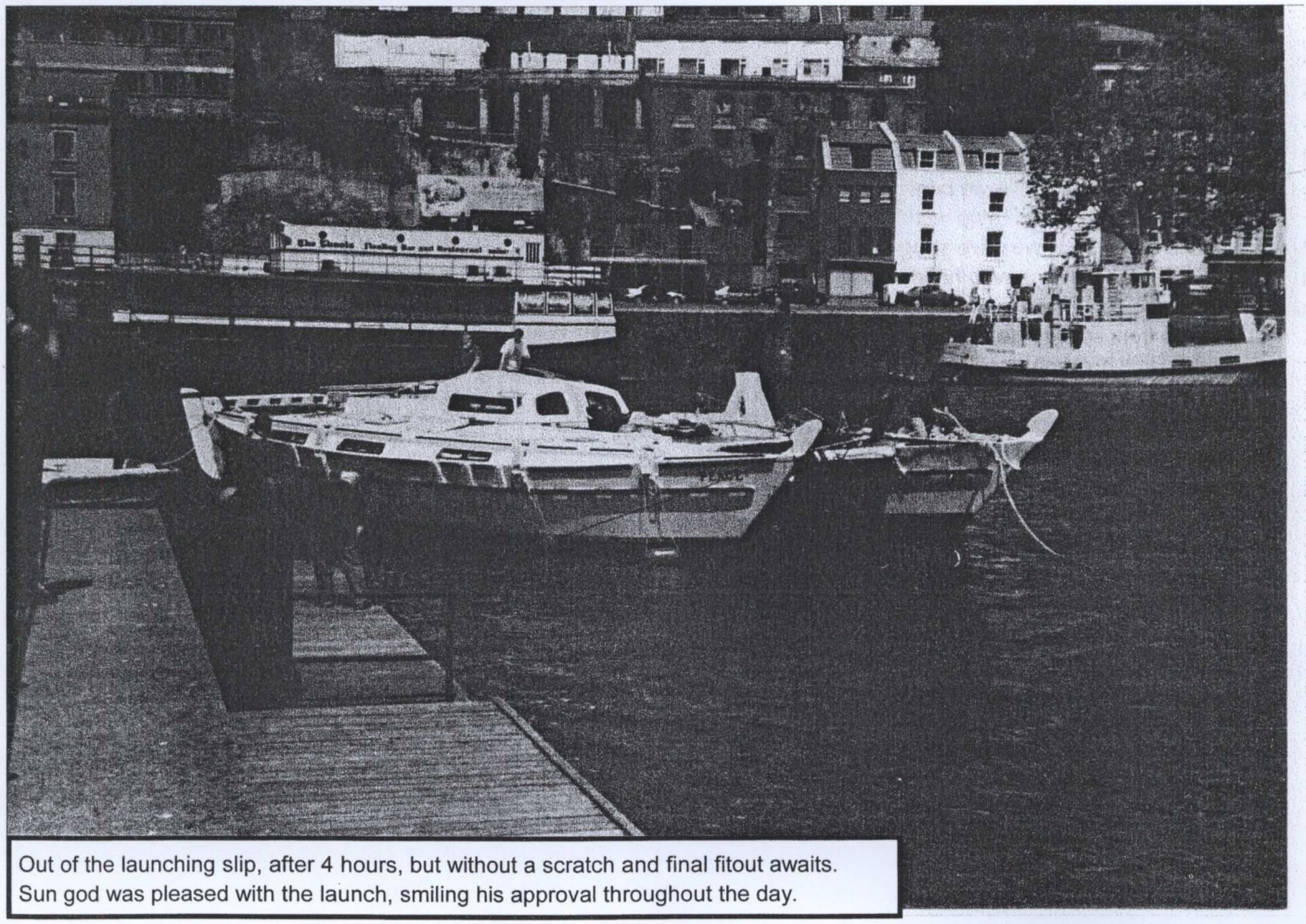
Anne being interviewed for BBC radio

One friend has given us marine quality stainless offcuts from the scrap bin at work and he is the same friend who can stretch out the words "BRILLIANT" and "GORGEOUS" to make six syllables. Such encouragement! Another friend is a pessimist and expects storms and hurricanes every day plus groundings and demented whales etc etc etc. He sees any and all flaws so if we get his approval, we just KNOW it is going to be ok and we can relax about it. We have certainly been rich in friends while boat building here at the pig farm.

Living on the canal boat, I can look over the wheat field and see the catamaran while tractors driven by dear friends move along the fields and tracks, & doggie walkers go along the towpath with a friendly wave.

The canal itself is full of friends and the shop keepers have friendly faces showing amusement when they see us in clothing spotted with paint, epoxy, wood shavings and fibreglass dust. We always look like we live under bridges, but we are greeted with smiles everywhere now plus " How's the boat?" or "When's the launch?".

(These pictures should answer that! Ed)



Out of the launching slip, after 4 hours, but without a scratch and final fitout awaits. Sun god was pleased with the launch, smiling his approval throughout the day.

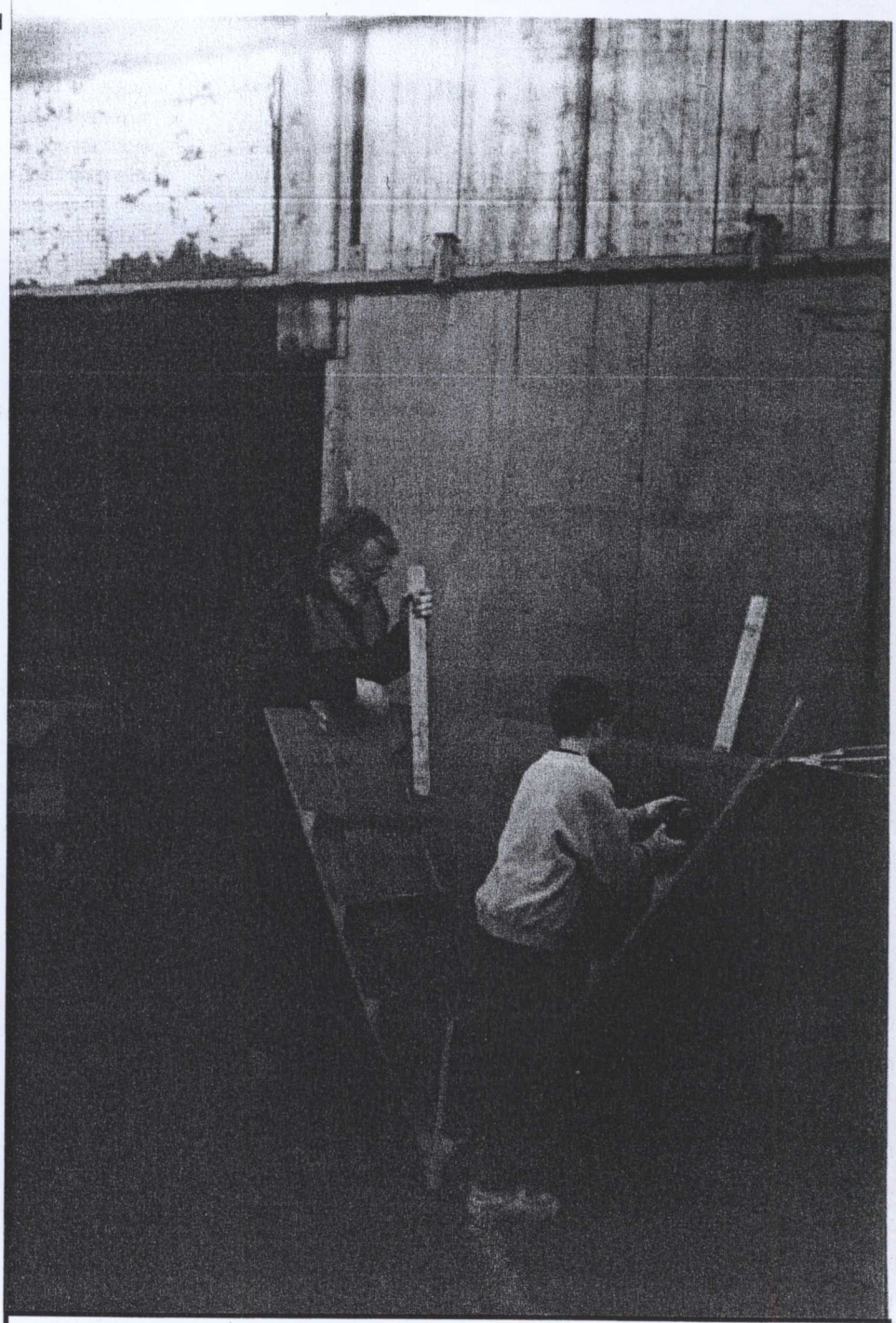
Mike – A bosun's mate every boatbuilder should have

Anne & Neville Clements

One person in particular will be missed above all others , however I expect all boat builders will understand how we got to know someone like Mike King Taylor.

He is the small nine year old boy who poked his head into our shed at the beginning of our build when the keels were flat on the floor and the plywood stacked in a corner. In a few days my husband had a shadow who handed him tools and fastenings and he quickly learned to anticipate what tools would be needed next and had them ready. Then he learned to use the hand tools with increasing skill and later on the power tools were safely operated by him and later still, the supervision was withdrawn when safety was second nature and the skills had fully developed.

He watched me carefully for several days while I was working with the glue and the day we made the first of the crossbeams, we did it all in one go so the glue was hardening fast on the inner laminates as we turned the heavy beam with effort and quickly added on the outer laminates. It got straighter and stronger while we bent and weakened with the non stop work. By the time it was 4pm, we were struggling and a small pair of gloved hands came whizzing by and the lad had come home from school. He had a glue scrapper in one hand and a cleaned out bean tin from my bench in the other and was collecting squished out glue like an expert and spreading it on the next piece in the laminating process. Next day he found the smaller glue working tools we had made for him to fit his hands and he learned all the rest of the glue techniques in short order.



The cut-up section of the delaminated hull (see SeaPeople #47) serve as a training area for a very young Michael, while Neville observes his developing skills.

Fibreglassing and filleting , and everything else was interesting for him and helpful for us. He is a quiet lad (other than lots of questions) with an easy smile and restless to be doing something. His mum rented a house here at the farm and our boat building shed was his play house in the first year we knew him, but he became our treasured and trusted fellow boat builder in short order and his contribution these days at age 14 is that of a man. A skilled man.

Mike has done most of the electric work, most of the plumbing work, fastened a large proportion of the plywood, designed and built our aft cockpit rail, put in shelves, made laminated and insulated decking, and the list goes on and on.

He has a way of finishing a job, looking at it for about 10 minutes to check it carefully, and then wanting to know "What's next?" He keeps us on the hop, I'll tell you.

Mike – A bosun's mate every boatbuilder should have

Anne & Neville Clements

Not all the lads who poke a head in through the door have the personality to want to make things to the best of their ability or to make it according to the plans, or to listen and learn and ask questions, but Mike has all that.

After we teach him anything, we watch him a couple of times to be sure he understood and then we can leave him to it and work alongside our young man with full confidence.

Luckily he is as easy to live with as he is to work with and likes everything we serve. He even clears his place and helps with housework.

These days he still comes to help us but he is in demand by other boat owners in the area to help with electrics, do fitting out work etc and he gets paid good money for it.

People know he has worked on our boat and can see him at work so they know what he is worth. Now that he is fourteen, his appetite is beyond belief so he has his first supper with us and then goes home for his mother's good cooking and still is hungry.

Fortunately Mike's family is willing to pay for plane tickets so he can come sailing during school holidays and we can always find a spare bunk for him because we have three doubles and one single that he has helped us build into PEACE IV (TIKI 46 hull #1) and he still fits on the saloon benches.

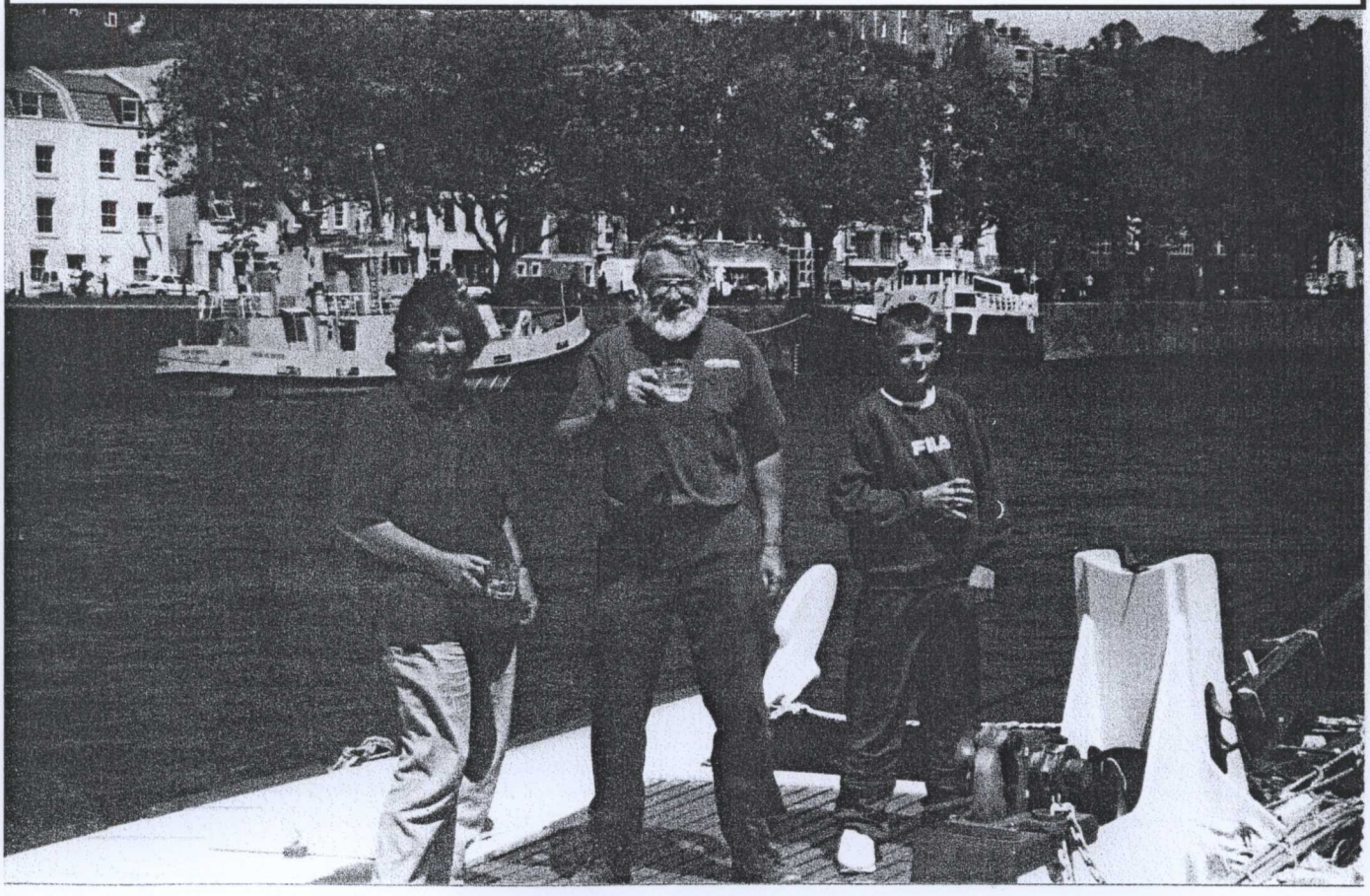
Well, the rain has stopped and my mobile just went off. Mike is up there waiting for us to shake a leg and finish this boat. He wants to learn to sail this summer and has six weeks vacation ahead so he wants PEACE in the water, final survey done, and the sails catching the breeze. I want to see him at the helm, trimming sails with understanding, reading the weather and navigating. That's going to be a treat for us all!

Mike has the plans for a TIKI 30 which he will begin building in the near future. He has all the tools left over from our build, all the skills, and all the discipline to do a great job of it. Fourteen year old boat builder!

We hear that Mike has his PolyTunnel and is about to start building his Tiki 30 in the very near future.

Best wishes to Mike on his future T30 on behalf of the PCA (Ed).

Mike aboard "PEACE IV" on launch day with Anne & Neville.



Tiki 31 in strip plank construction

Chris Brammer

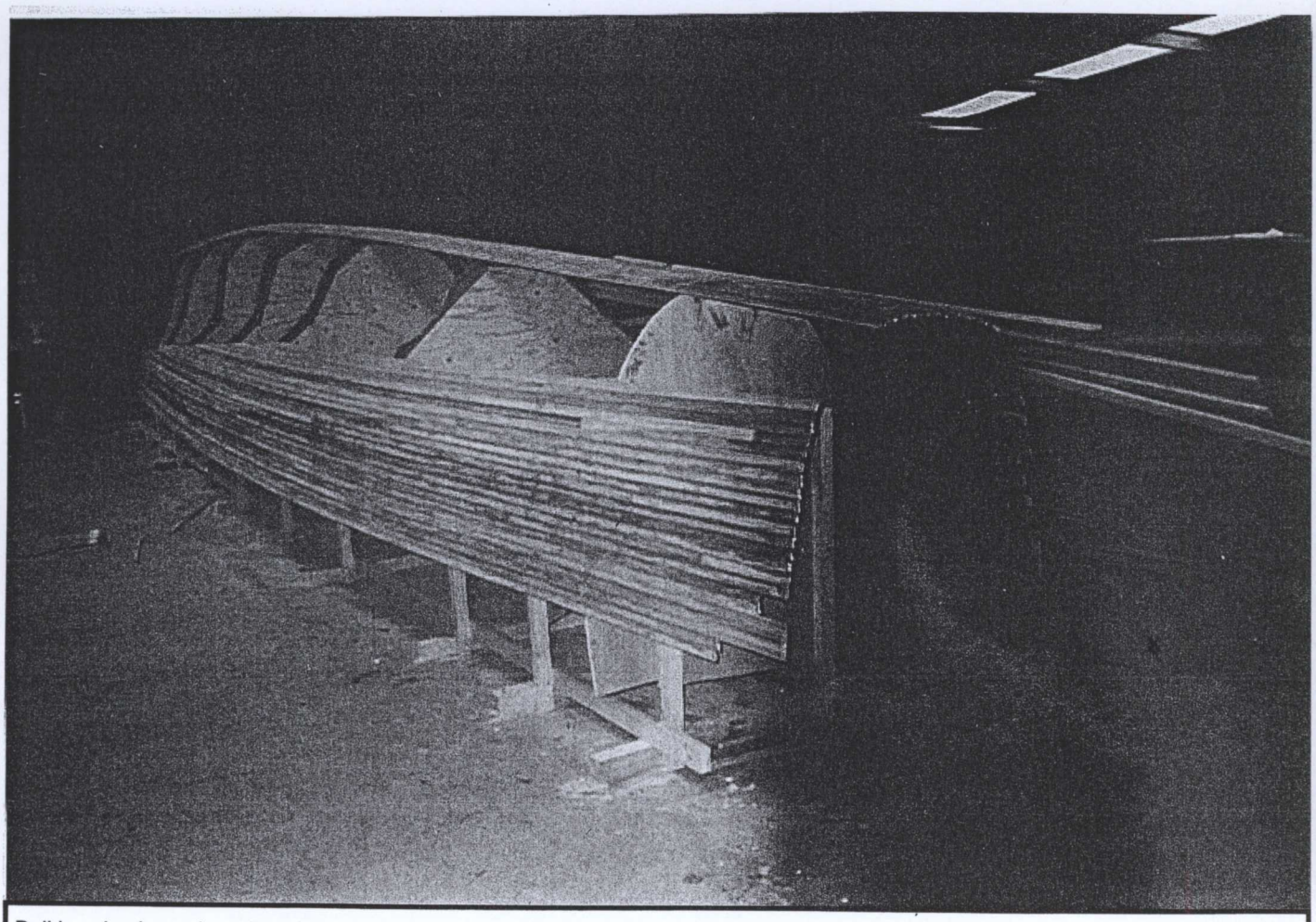
The T31 that I am building is the third set of plans that I have bought from Wharram, the first was in about 1975 for the Hinemoa, I intended to replace the rotted hull of my Flying Dutchman dinghy with a catamaran, but utilise the existing mast, sails and other fittings to save cost. In those days I lived in Rhodesia and intended to sail the boat on Lake Kariba. Politics caught up with me and I moved to South Africa, there I needed a bigger boat to handle the Indian ocean so in '85 I bought plans for the T26, after cutting out the bulkheads I realised that the accommodation would not give me the room I desired, so I let the project drop and bought a standard monohull which filled my needs until the turn of the century, but having managed to get some time to myself I determined to sell the monohull and build the boat that I wanted.

In the meantime I had continued to look into the designs of boats, I wanted a Cat that I could build myself, I liked Wharram's design concepts but I wanted a boat with what, I considered, to be good accommodation. The answer came when looking at articles on building with cedar strip, what if I combined a Wharram design with this material and built a different hull shape giving me (hopefully) better performance and good accommodation.

The hulls are a tulip shape, and look fantastic (an unbiased opinion), with developed semi-circular bottoms reversing out to a knuckle above the waterline then into the hull sides, this format gives me an increase of some 40% in interior volume and a reduction of 20% in wetted surface. Leeway prevention is by asymmetrical Daggerboards, the aerofoil shape increasing lift to windward, only the windward board would be in use leaving no leeward Board to trip over and the Board is toed out 2 degrees for optimum angle of attack.

I have built a cabin in the rear of each hull some 4.5 metres long, each cabin has a berth 2.1 metres by some 1.3 wide, seating, hinged table, wet clothes locker and ample storage for clothes. The bows contain the galley in one side, heads, shower etc. in the other and I intend having a navigation pod in the centre between the masts.

Building with cedar strip is simple as there are no heavy sheets of plywood to lift and building alone is no trouble, I built the second hull in less than three weeks, sanded ready for the GRP. After turning the hulls off the mould you can place the bulkheads etc. as you desire for your accommodation requirements.



Bulkheads show changing shape of hull from round at mid point to the tulip shape **towards the ends.**

Strip Plank Tiki 31 contd

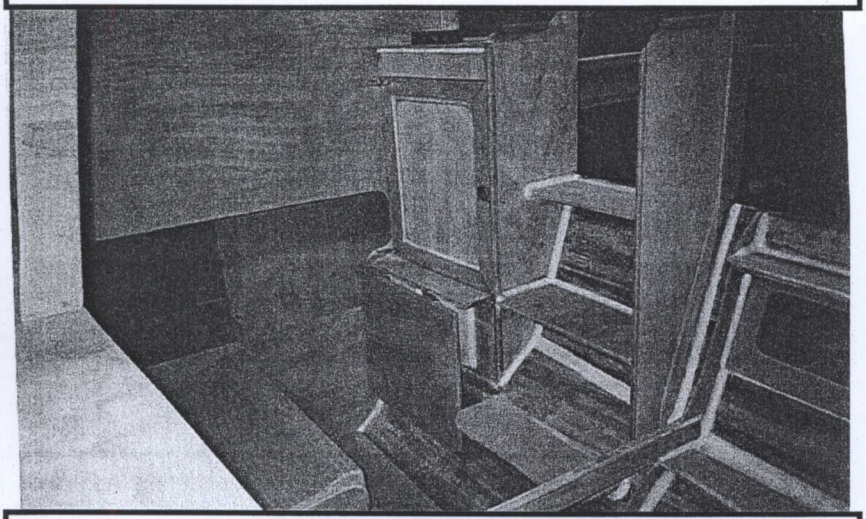
There is always comment on the cost of the mould, it is, in effect, infinitesimal compared to the cost of the boat, replacing a power tool will cost you more, and I have reused the wood making steps etc. for access and working on the hulls.

All in all I am well content, woodwork will be complete by the end of summer, painting and fitting out through winter and a launch around Easter next year as the weather improves.

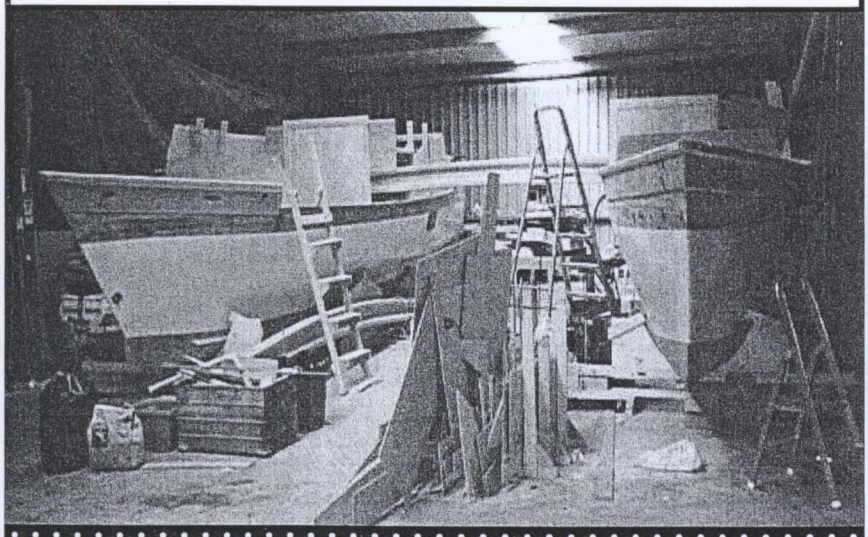
There are three beams, as per the T30, the change **approved by Hanneke** (saves weight which is replaced by the Daggerboards).

The transom is contained within a sugar-scoop stern, the rudders operating in a V gap, the blades swing up and are symmetrically profiled.

Initial interior shot appears to give very generous amount of space below.



Two hulls assembled, crossbeams being installed



NB – Caveat: Chris certainly seems to have the skills to incorporate his desired changes (to standard plans) and looks to be building a truly beautiful boat. Normally, it's probably not a good idea for most first time builders to stray too far away from the JWD plans – any desired changes should get good technical advice before heading down a road less travelled.

Scott Brown Multihulls

S B INDEPENDENT WORLDWIDE Wharram Catamaran Brokerage

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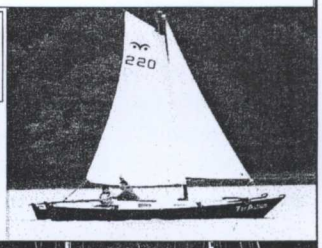
Boats currently for sale

Model	Number	Asking price
Hitia 17	2	£1,350 - £2,000
Hinemoa	1	£1,950
Tiki 21	6	Eu4.9k — £5k
Tanenui	2	£5k-6k
Tiki 26	2	£8k-9k
Pahi 31	1	£79.5k
Tiki 31	2	£12k-13.5k
Tiki 30	3	$12.5k-£19k
Tangaroa 1 & 4	2	€22k-£21k
Narai Mk 1 & 4	3	£15-28k
Pahi 42	3	£25k—£42k
Tiki 38	1	$49k
Pahi 45	1	£60k
Tiki 46	1	£65k
Pahi 63	2	£165k – 575DM

T21Far Action £3,900



P45 Tirla £60,000

Carbeile Mill, Torpoint Cornwall PL11 2NW (UK)
Tel: +44 (0) 1752 812777 Fax: +44 (0) 1752 812888
Scott.Brown@multihulls.uk.com

Up-to-date list with prices, photos, inventories etc on:

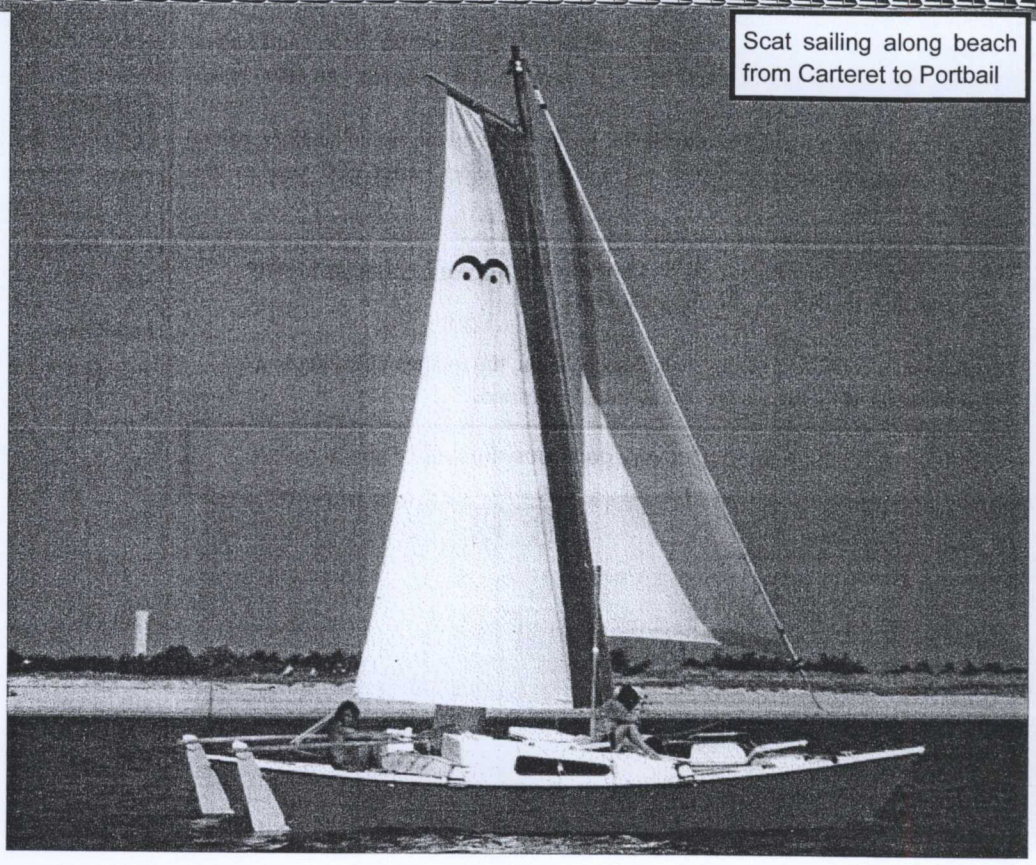
www.multihulls.uk.com

or posted "snail-mail"

"SCAT" Enjoying cruising Jersey waters

Dave Yettram

I have now owned my GRP Tiki 26 'Scat' for 7 years. She is moored in the picturesque Gorey Harbour on Jersey's East coast under Mont Orgeil Castle. For me this is probably the nicest harbour in Jersey and well located for trips to Normandy, just 14 miles away and Les Ecrehous reef just 7 miles to the North East.



Scat sailing along beach from Carteret to Portbail

This is where we met up last year with Tim and Julia Cox on their Tane Nui 'Jumble'. They had 9 on Jumble and we had 7 on Scat we had a nice day and sunset sail back to Gorey, arriving back in the dark with castle silhouetted by the floodlights.

We often spend our weekends in the Normandy village of Carteret, breaking the epic 14 mile journey at the Ecrehous, which is great for children and means our daughter Jodie, now 3, doesn't get bored.

Carteret is our favourite port on this stretch of coast and a little beyond the marina is a 'lagoon' which dries to a large expanse of sand if you prefer a quiet sheltered anchorage to the new marina. The area has great countryside and beaches as well as some great bars and restaurants, KiKi's bar doing the best and biggest moule frittes for around £5.

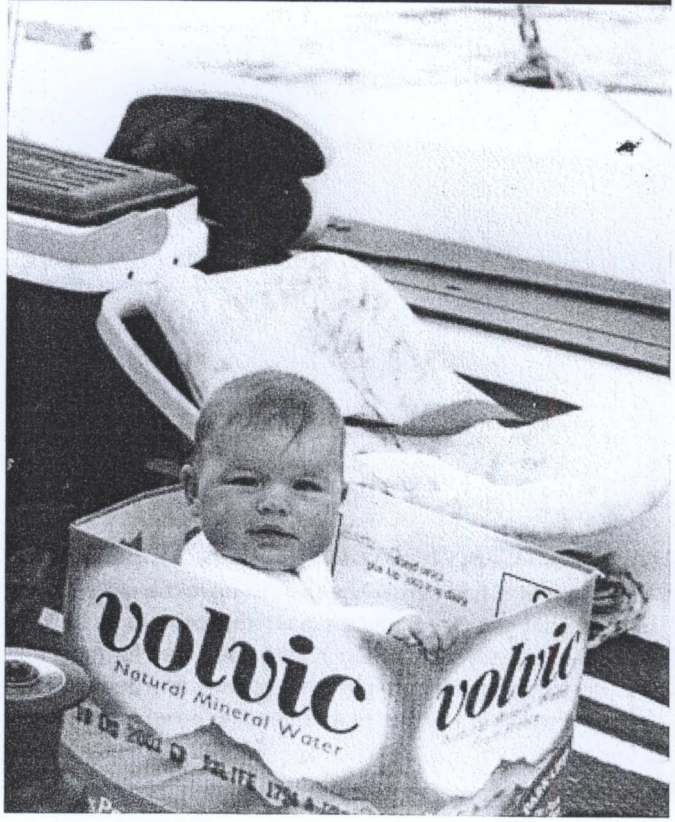
Sark is also not that far from Gorey and a couple of years ago we were invited to join a French Multihull association race to Sark and back with an overnight stay at Harve Gosselin.

There were 9 boats in total, mainly large cats and tris from 35 - 50 foot. The outward leg was dead upwind and we came last over the line but on handicap, using multi 2000 rating, moved up to 6th place. The raft up in Sark filled almost stretched across the whole bay and the evening was spent socialising on the big French boats.

For the return race the large boats gave the small boats, a telstar tri and Justin Hortons 22 foot Woods Janus Catamaran Talatashsa (now in Millbrook) an hour lead.

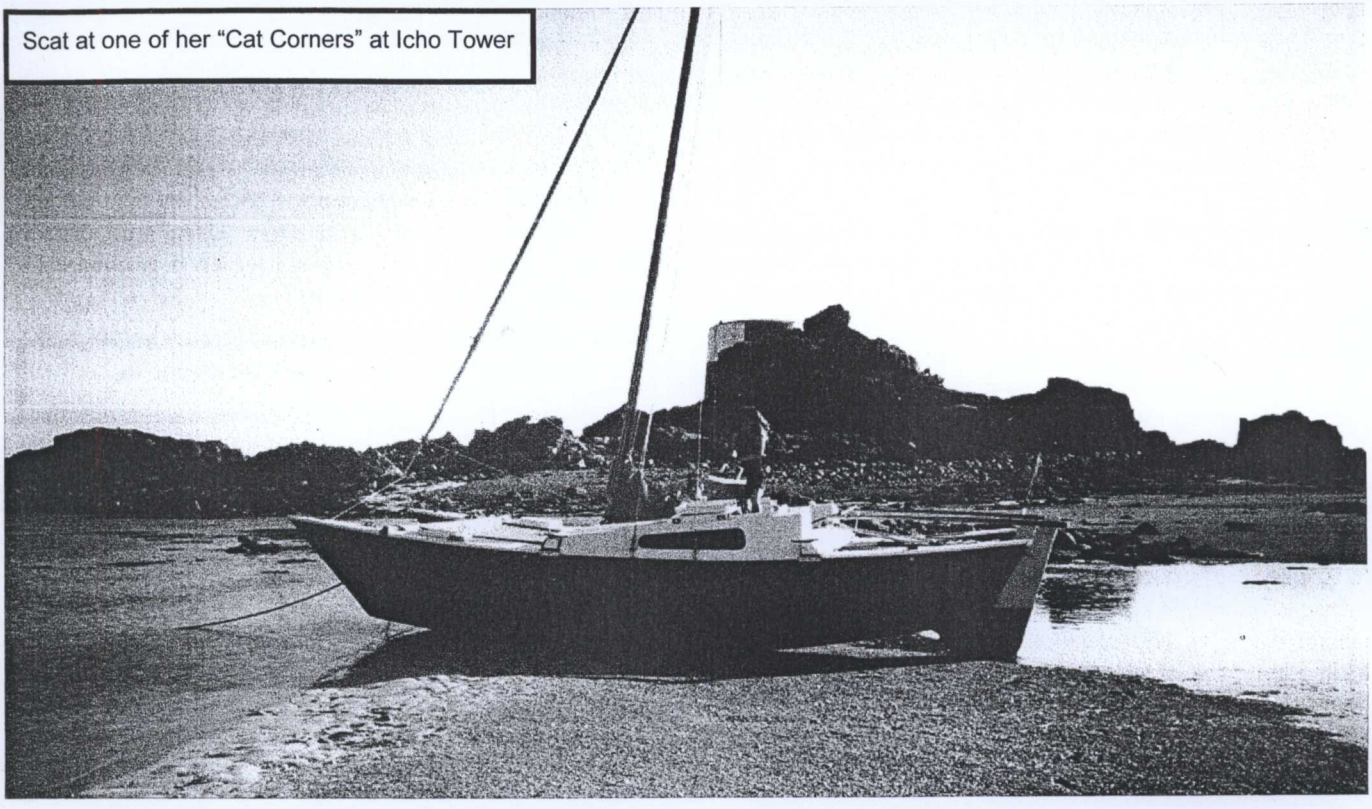
Sailing on a close reach the small boats stayed fairly close together but were overtaken by two biggest boats in the last couple of miles. We were fourth across the line, about 2 minutes behind Justin but on handicap came third.

Jodie, while content, seems to be pondering her role aboard Scat. What am I ? Crew ? Stores ? ??



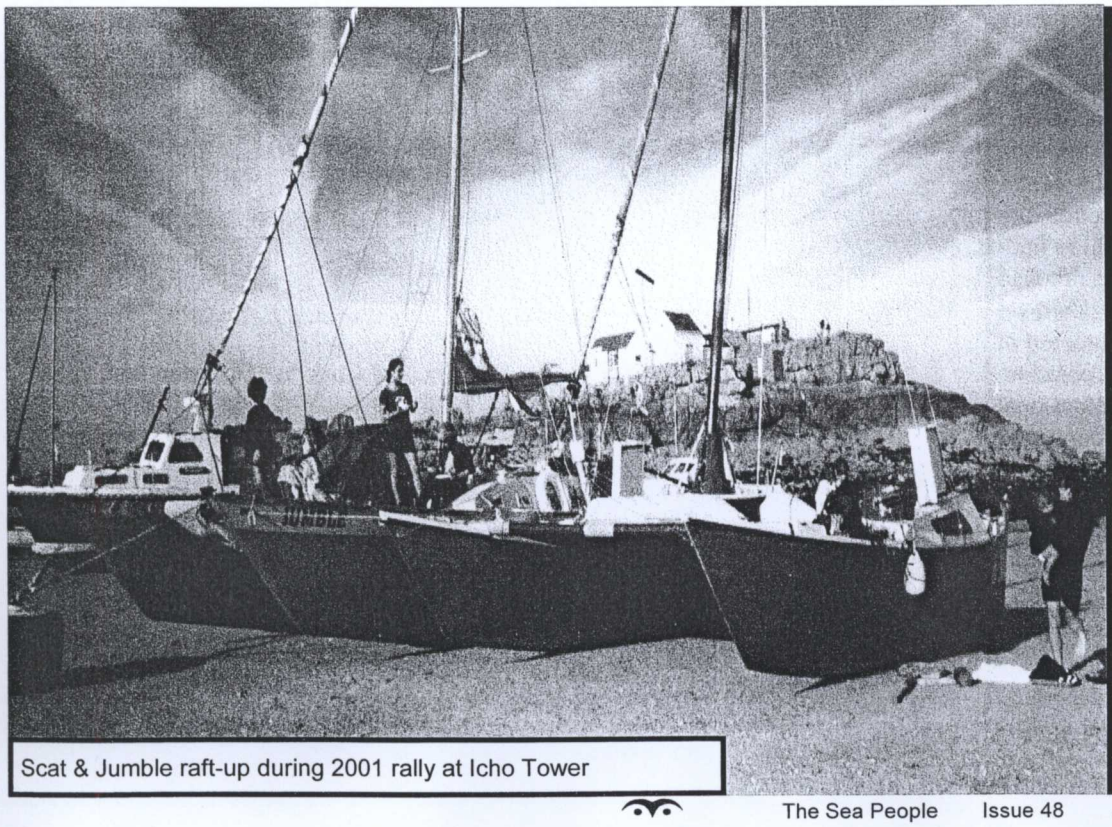
"SCAT" Enjoying cruising Jersey waters

Dave Yettram



Scat at one of her "Cat Corners" at Icho Tower

There are other good day sail options from Gorey. A catamaran being the ideal boat for exploring the gutters and reefs off the south coast or for drying out in the Minquiers or Isles Chausey to the south of Jersey and making good passage times to St Malo or further west along the Brittany coast. If there are any wharram sailors thinking of heading this way we would be pleased to see you.



Scat & Jumble raft-up during 2001 rally at Icho Tower

Dave will be hosting another rally in Jersey this year on Aug 24-26th. So get in touch with him if you want to see more of this wonderful area yourselves.

Dave advises that the area is best explored on spring tides if you get there at another time.

Contact Dave at -
d.yettram@gov.je
+44(0)1534 632060

Fish for dinner ? Fishing or angling ?? Dave Peak

Now I love angling, fishing for sport, releasing the fish to fight again. However most anglers, will tell you in random moments of honesty of the numerous times when the days fishing has been less than productive. So, to put food on the table on a regular basis we need to modify angling techniques to produce more like professional fisherman.

Where do we start? The number of different fishing methods could fill a book, so this will just be an overview but hopefully you'll be able to improve your catch.

First off, will you be fishing while the boat is on the move or at anchor? In this issue I'll cover some fairly simple methods for fishing on the move.

Trolling

A simplied version of sportfishing trolling is one of the easiest setups on cats. Trolling consists of trailing a number of lines behind a boat travelling at around 5-7 knots . As this is a very common speed for cats I hope you'll see how potentially productive this method can be.
On sportfishing boats normally 2 rods are placed in holders at the stern of the boat while another 2 or 4 lines via outriggers (to spread the lines over a wider span than the normal width of the boats beam).

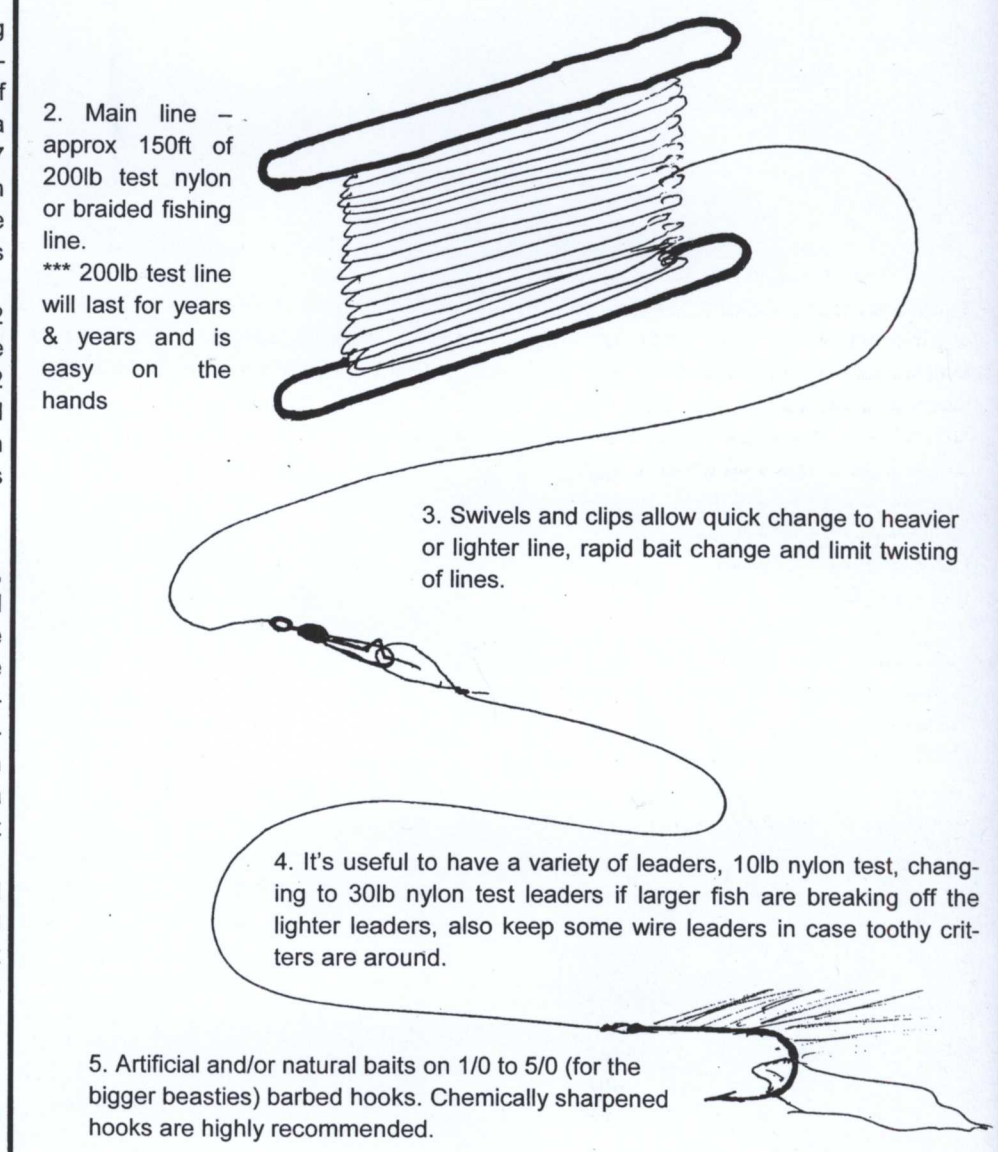
For a simplified catamaran setup, I run 3 handlines (cheaper and less intrusive than rods) from the stern of the boat, with the centre line trailing some 20 metres behind the outer lines. All three handlines are kept fairly central, with the outer lines routed outboard via guides mounted as far outboard at the stern of the boat as possible. These guides can be professional items, 6" simple cotton loops, tied to a stout fitting, which will break when a load (ie fish biting) is placed on the line passing through the loop.

For baits, I normally use simple artificial baits which vary from Poppers, plugs, flies to spoons. Occasionally adding a strip of fish when available.

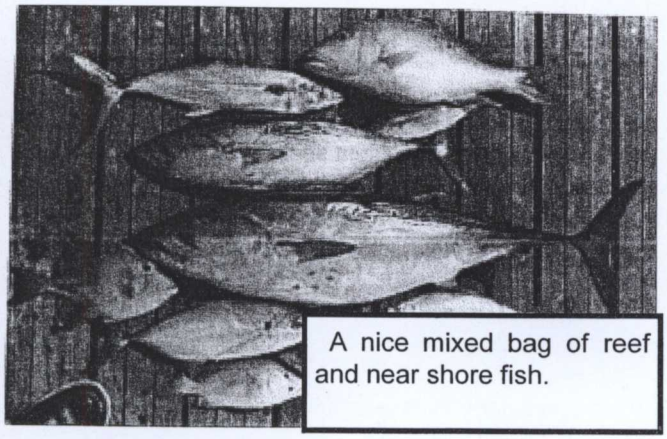
This method of fishing requires some casual but constant monitoring as once a fish is hooked, the other lines need to be brought on board as quickly as possible to avoid getting fouled.

Personally, I lean towards using a wire "leader" between bait & line, as the predominents species caught by this method are generally pretty toothy characters. Using wire means that you'll need to invest in swivels (which is a good idea with artificial trolled baits anyway).

Drawing of handline, leader, swivels, artificial baits



Fish for dinner ? Fishing or angling ?? Dave Peak



A nice mixed bag of reef and near shore fish.

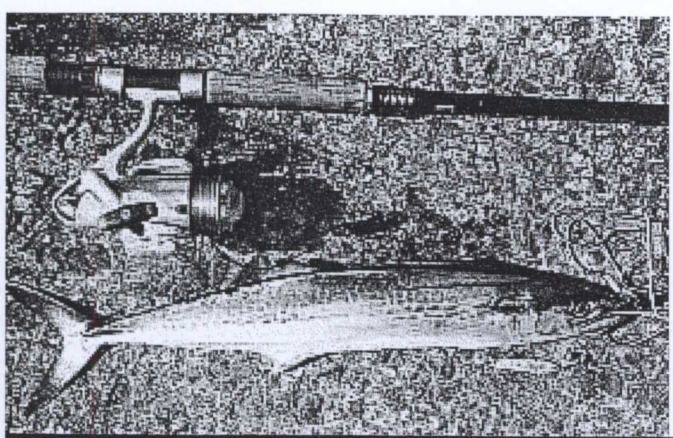
Trawling

As speed drops below trolling speeds different techniques are required. At speeds of 2-4 knots, I set a small trawling net, this however is a fairly substantial investment and needs specialised setup and retrieval, something I'll cover in a future article.

Spinning

When I'm not trawling, at these reduced speeds, I keep my eyes open for any kind of flotsam or weedline. These floating "islands" in the oceans "deserts" are extremely productive, especially in warmer waters. This is one area where I feel rods & reels are better than handlines. I keep a spinning rod with a 10lb test line rigged with a brightly coloured artificial lure (usually a lime green wriggler worm) near the helm for instananeous deployment. So productive are these "islands", that I expect at least one fish from each "island" especially if it's organic in nature, two or three fish are not uncommon.

I also employ my spinning rod at real low speeds, by going onto the one bow and casting a couple of metres in front of the other bow and working the lure as far back under the other hull, because of course the boat is creating it's own "island".



Spanish Mackerel heading for the galley.

Longlining

When speed drops further to drifting speeds (0-2) knots, I use a modified longlining setup just before dawn and just before dusk.

Traditionally, longlining sets can be up to several miles long on static, buoyed and anchored lines. The line is held on a gigantic spool. As the line is deployed the pre-baited hook and the hooks leader line is attached via a clip on the main-line. The clips & hooks are set some 10-20 metres apart (this can vary widely depending on the species being sought).

I set up my longline on a 300 metre 6cm nylon line mounted on a cylindrical wooden spool (picture a rolled up garden hose) with handle for easy retrieval. I prefer braided nylon with loops whipped onto this line at 10 metre intervals, this results in some 20-25 hooks being set.

Yields vary, but I would expect a pre-dawn or pre-dusk set to produce 2 or 3 good fish.

Jigging

Jigging is as old as the hills consisting of a baited hook and simply pulling or "jigging" the line from time to time. Again a handline simplifies the arrangement and reduces costs.

Now I know jigging can grow boring pretty quickly and professional sailors can't afford to spend so much time for such little reward, so automated jigging machines have been developed. These machines have changed an antiquated type of fishery into a modern and productive method. Now these machines are out of my budget and probably yours too, but a simplified type can easily be built from basic materials.

I've used a very cheap bilge pump with a float switch, pumping seawater into a simple tank or basin until the float trips, which dumps the accumulated water and also triggers a the jigging action. A more simplified jigging switch could be created by placing the handline spool for'ard of a crew member listening to music who simply taps on the line whenever the beat of the music takes him or her. Not too quickly though, between 5 & 20 seconds would be about right. Again two handlines off the stern of the boat with lines routed to a single position would increase catch productivity.

At anchor, as many as six lines could be deployed, but the boat becomes a bit of a spiders web at this point and may best be employed by singlehanders. who know where alll lines are and therefore doesn't get tangled up, especially when you get a bite!

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Yes Honey it is a big fish

Catching a good sized fish is somewhat of a double edged sword, especially when on a cruise with limited refrigeration capability. While it's a great buzz to catch a big fish, I greatly resent seeing fishermen wasting the magnificent fish they've caught, either through neglect or lack of planning. I personally try and target fish in the 5-10lb range, but even a 10lb fish may not be consumed right away. All we have to do is look back to our fishermen friends of old. Fish has been salted, pickled, dried & smoked, all of which can be incorporated into your galley operation to some extent. I'll give one or two recipes utilising these techniques in upcoming issues.

Salting – one of the simpler methods of preservation requires only salt and a storage box.

Pickling – also very simple, a simple acidic marinade, straight lime juice, vinegar etc preserves fish for use later.

Drying – difficult while on passage due to inevitable salt spray, but very employable while coast hopping when the catch can be protected from rain and spray more easily. Solar drying in sunny climes has been a very viable treatment for hundreds of years.

Smoking – again a bit of a problem when underway but immensely rewarding while in harbour for several days. Equipment need not be terribly expensive especially so in sunnier climes.

So, you caught your fish. How about some sushi ?

No it's not necessarily raw fish, although that does make up a large segment of toppings/fillings. Cooked and marinated fish are used, even some vegetarian sushi is available. Historically the rice associated with sushi was just used as a means of preserving the fish, sushi rice is mixed with vinegar, sugar & salt (10:8:1 ratios), with the vinegar acting as the preservative agent (*I believe sugar was added at a later date to make the rice more palatable & that with sugar, no longer can be trusted as a preserving agent).*

Getting started

Cook the rice (2 cups) for 40 minutes;

How to Mix and Cool the Sushi Rice

Sushi Vinegar: (10:8:1)

10 parts(1000ml) of rice vinegar (Mistukan or Shirakiku);
8 parts(800ml) of sugar; 1 part(100ml) of salt;

Note: Mix ingredients well until dissolved. If you don't like to use so much sugar, try less traditional **(5:5:1)** ratio.

How to Mix and Cool Sushi Rice:

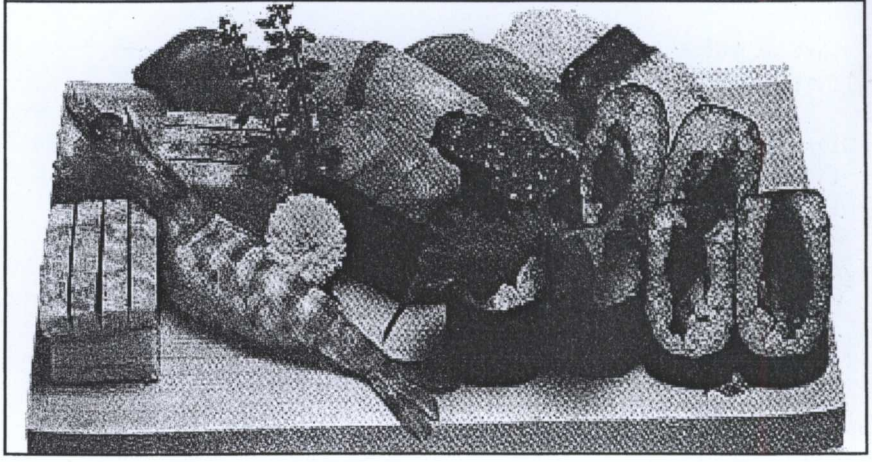
Place cooked rice into a basin-like container (Steel Bowl), add sushi vinegar (1/2 cup = 1/4 of amount of rice used) in small amounts at a time to the rice, mix the rice well by using a **moistened** wooden flat spoon **in a slicing motion**. Do not press the rice or crush it. Use a damp towel to clean the spoon from time to time. After each addition of the vinegar has been absorbed by the rice, fan the rice for 30 secs or so to speed up cooling. After all (1/2 cup) of vinegar has been added allow the rice to cool for 5-10 minutes. The rice will be ready to serve once it falls to skin temperature or below. Cover with a moist towel. Best served within 2-4 hours.

Wasabi – Traditional accompaniment to sushi, mix with soy sauce in small amounts, in a side dish. Very powerful stuff.
Sliced pickled ginger is used to cleanse palate, especially before some of the more delicately flavoured fish.

Chirashi (or Thrown) Sushi

Simplest sushi presentations, involves preparing a bowl of sushi rice with miscellaneous fish of your choice layed on top of the rice. Very much a family style dish as preparation time is much reduced compared to individual sushi pieces. Personally I prefer smoked eel (sea or fresh*) [served warm with sugar/soy sauce marinade]*, tuna, omlette, sweet shrimp. Although any fish, raw, cooked or marinated will do, cut them into pieces approx 70mmx25mmx12mmx. Enjoy!

Typical mixed sushi platter – omlette, shrimp, tuna, salmon roe, cucumber roll



NEWS FROM SEA PEOPLE

AUSTRIA

Dear PCA,

Many thanks for the mail concerning Don Brazier. We will meet him down in Portugal/Faro in August.

At our Austrian meeting I promised Ken to send an article on our Tiki 30 cockpit design that was lost by Ben Mullett in a computer crash. My son will send the files to him (text and sketches) soon. One file is a suggestion of layout.

If any problems should occur he could contact my son who compiled the files. Have a nice and not too wet summer!

Yours Guenter (Zimmerman)

JAPAN/AUSTRALIA

Hi Sea People,

I retire at the end of June, my boat (Tiki 30) will hit the water 6-8 weeks later, and then ....quality sailing time making up for years in the Australian out back and g*d forsaken third world countries

My new email is lindsayc@email.com

My wife is the principal of the international school here in Osaka and will remain in that position for the near future. Unfortunately I won't be back here til October and Karin will be away now for the summer holidays til the end of August.

I should have warned of the impending move but there has been a lot to think about in a major life change coupled with a senior administration difficulties in the school. My son will be making a permanent move to Australia with me and will commence his further education in Adelaide.

After a parade of Sayonara parties we will fly out on Sunday afternoon.

How I look forward to something simple, like where will I put the pick down tonight?

I will try to get something for the next mag,
Cheers
Lindsay Caffin

PS – You can check "Kalia's" progeress at http://www.duckflatwoodenboats.com/ click on workshop.
This photo is somewhat dated now as the mast and tabernacle has been ordered as well as the trampline seats etc.

MARTINIQUE

Hi Sea People,

Here all is OK. The building of our Tiki30 progresses well but not so quick as expected due to the climate of Martinique. I plan to launch her before the end of this year. I made little modifications : the shape of central cabin is now horizontal, the beams will be lashed as on the Tiki46 or 38, I'll experiment the twin Swing Wing rig I have planned for our Tiki46.

I'll be in Brittany beetween mid Jully and mid August to continue the building of our Tiki46. I think that my experiences in building and after sailing our Tiki30 will bring ideas to improve here.

(second letter combined with above Ed.)

I just received mag 47 yesterday Saturday.

I'm now impatient to read the next one with Ann & Neville. We met them a few times at Bath and now we are very happy to know their boat Peace4 is now on the water. We are waiting for their visit in Martinique.

Next week I come back to Sizun to continue the building of our Tiki46 during 5 weeks. I hope the weather will be improved in order to have no problems with the epoxy.

Best Wishes
Bertrand (Fercot)

SOUTH AFRICA

Hi,

Johannesburg weather is great most days of the year - barely a cloud in the sky now, temps morning to midday range from about 18 to 30 centgrade, mild breezes and some lovely large dams here for sailing but a bit far from town.

The Tiki26 is coming on now, hope to get it on the water in April for its first motor session, mast and sails to come later but must reach the milestone of getting it launched. Last weekend got the motor mount made up, just needs some more resin on it and paintinting for finishing off. Rudders hung and tiller arms and bar finished. Interior of 2nd hull and cockpit need a bit more sealing / glass coating.

Regards and thanks,

Rob (Jennison)

"Cool Change" Atlantic Crossing – Leg 1 UK – Canaries

David Weinstock

'Cool Change's' passage from Falmouth (England) to Puerto de la Luz, (Grand Canary).

'Cool Change' is an Oro that used to be based at Plymouth under the name of 'Mannini Pahi'. Her new owner, John Russell, was taking her back to America and hoped to be north of the West Indies before the hurricane season starts.

The crew consisted of John Russell (owner), Robert Sheridan (Hinamoa owner), Tom Roberts (Pahi 42 owner), John Thornhill (Tiki 21 owner), Frank Farrell, and myself (previous owner of a Tiki 21, Tiki 26 and now builder of a Hitia 17).

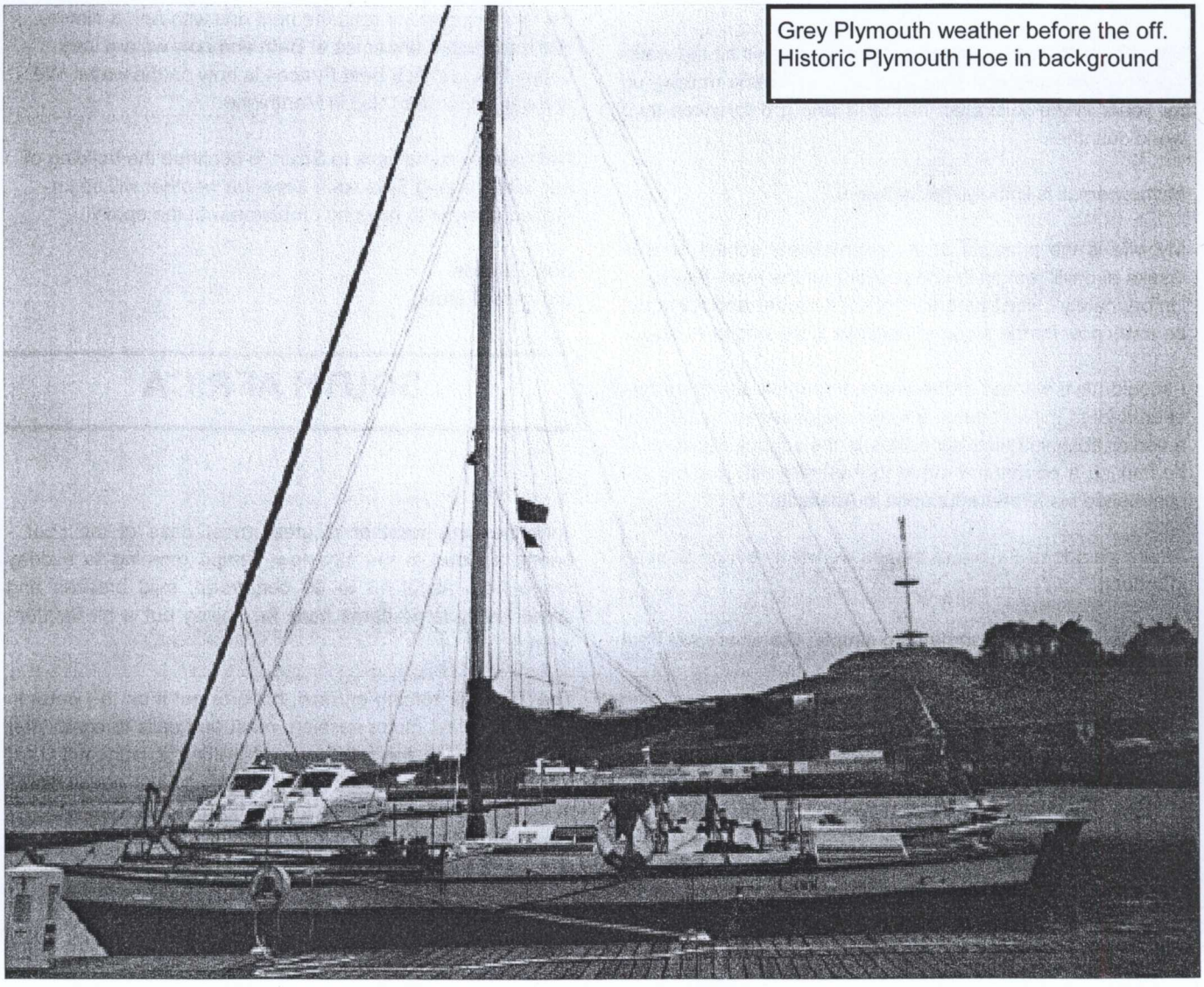
I was absent for the first stage in the trip from Plymouth, as I was visiting a friend when they decided to leave. (Was it something I said chaps?) Their first day's sail was against force 7 winds up to Falmouth. By the time they arrived the list of damage included a broken gooseneck, disintegrated engine mounts, stay sail hanks pulled away, catwalk broken in three places (each one on a scarf) and hinges come adrift on two hatches. Despite this they managed to sail in to Falmouth harbour under the Genoa. I found a fellow yachtsman who was happy to tow them in to the berth in Falmouth after a very long day.

The next week was spent rebuilding the catwalk and fixing the other damage. The damage was distressing but, as it had highlighted weaknesses that could have happened at any time, the boat was much stronger and better prepared when we did leave.

On a personal level I had given John a list of demands. I wanted to see: -

Dolphins,
Whales,
Phosphorescence,
A Milky Way, and
A mermaid.

John said he didn't know about whales and we may need to make do with a Barmaid, but the rest he thought he could almost guarantee.



Grey Plymouth weather before the off. Historic Plymouth Hoe in background

"Cool Change" Atlantic Crossing – Leg 1 UK – Canaries

David Weinstock

12/4/00

We finally left Falmouth a good ten days after we expected to. It was about mid day when we had taken on fuel from the fuel barge and headed off as best as we could in the southwesterly winds. The best we could do, to start with, was to go south in to the channel until we were far south of most of the shipping. Then when we turned west the wind dropped still further and we ended up motoring.

13/4/00 Mid day Lat. 49^0 17.33' N Long. 05^0 23.27' W

We motored for 24 hours in all and used about half a tank of fuel. One entertaining episode involved a House Martin on its annual migration from Africa to Europe that decided to catch a breather. It flew around the boat a dozen or so times before perching here and there. It didn't settle long in one place but restlessly flew around the boat again and perching somewhere else. Before long it had explored the boat both internally and externally. In the end it decided that our passage was not the same as his and took off towards the coast of France.

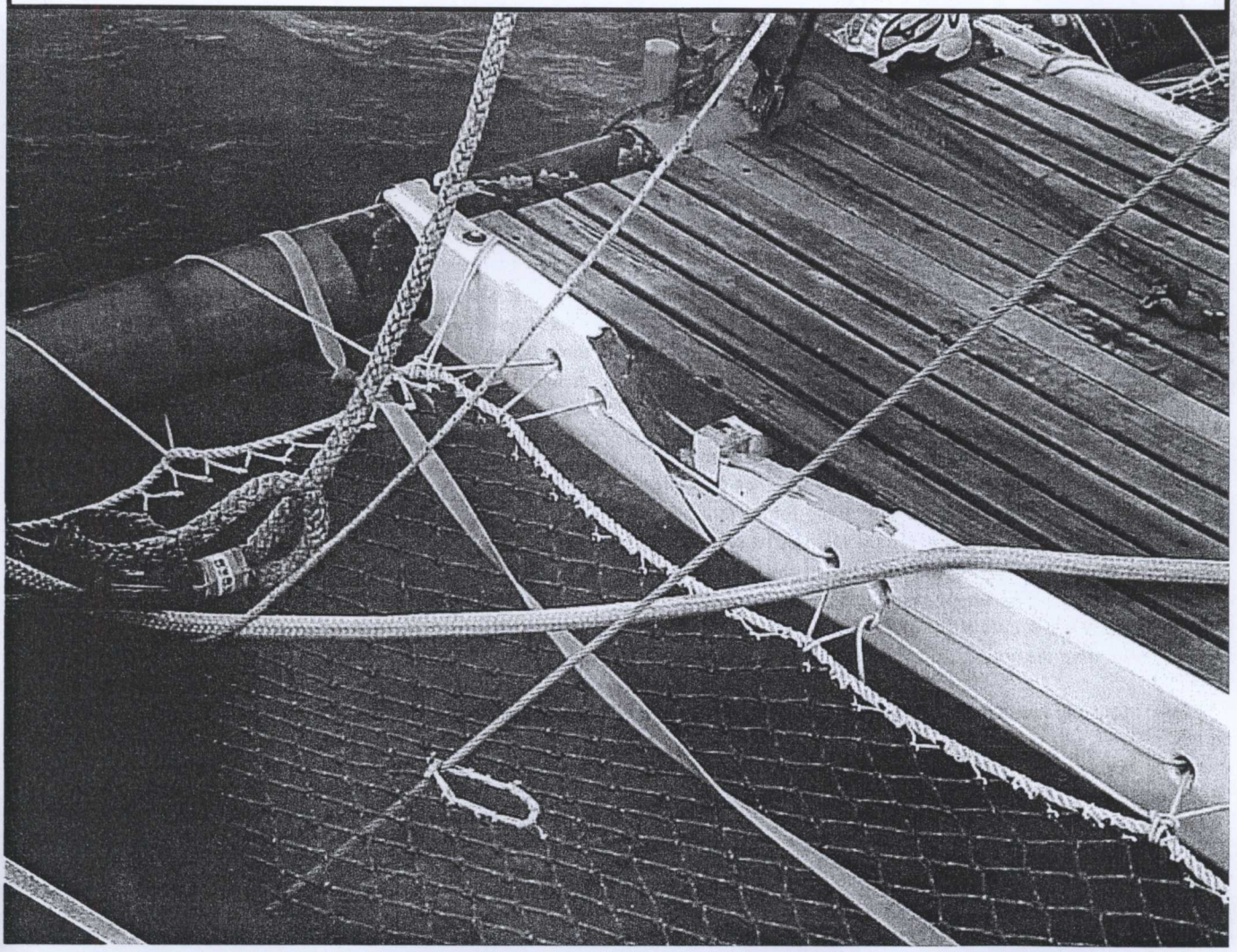
That night the phosphorescence leaping off the bows entertained us. We left behind a trail from each stern and also from the propeller that stretched for 20ft or more.

14/4/01 Mid day Lat. 48^0 49.94' N Long. 08^0 23.14' W

By now we were heading south and during the morning we saw our first dolphins. I was asleep at the time so I don't know how many, what kind or what direction they were heading.

About mid day we were spotted by a fishery patrol aircraft that flew about having a look at us. They called us up on the radio and were kind enough to tell us that we were in a high-pressure area (2030-mb) and that the wind would return soon. When the wind came up it was F 3-4 from the west. Line squalls brought stronger winds and we reefed the Genoa during the evening. As a precaution we also reefed the mainsail overnight.

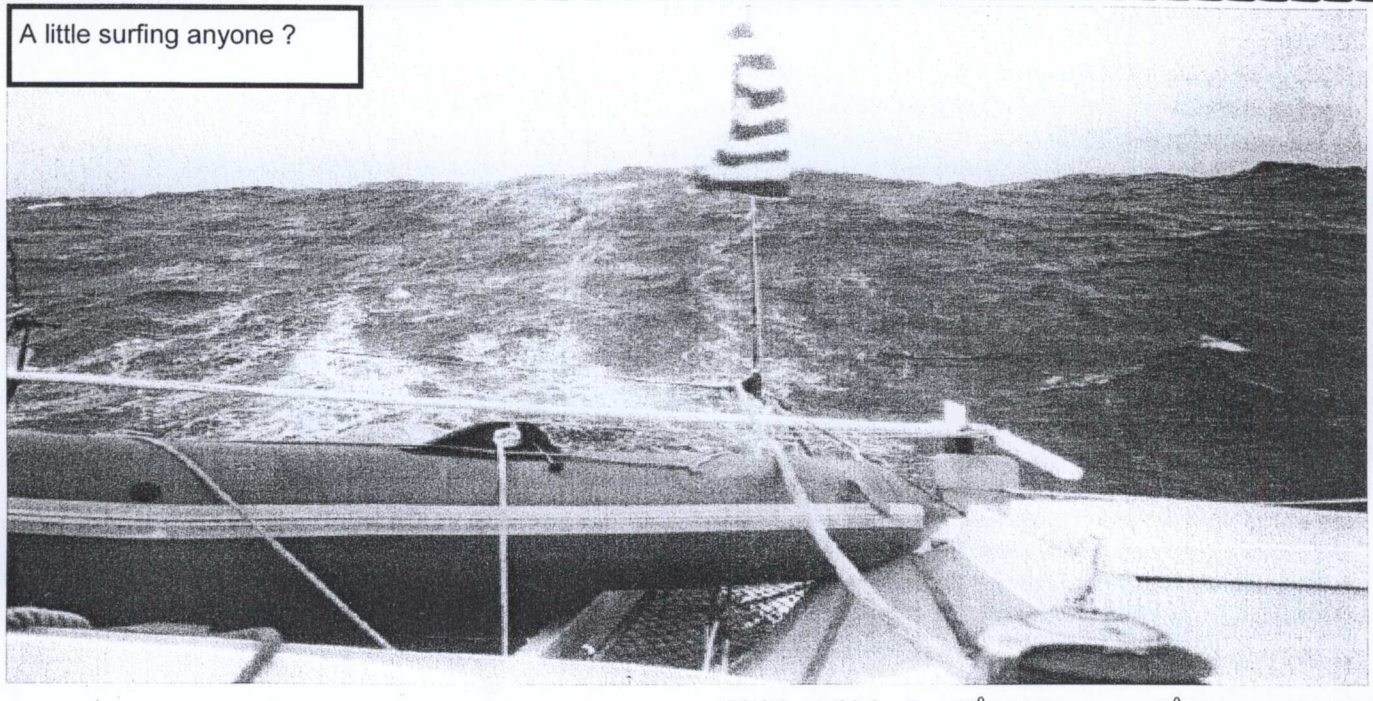
Some of the damage incurred, to the fore catwalk, in the passage to windward in F7-8 from Cawsand to Falmouth. Repairs were carried out by crew and using local labour to expedite getting 'Cool Change' ship-shape.



"Cool Change" Atlantic Crossing – Leg 1 UK – Canaries

David Weinstock

A little surfing anyone ?



15/4/00 Mid day Lat. 46^0 50.23' N Long. 05^0 23.27' W Wind F 3-4 NW

The blow of some whales had me leaping round the deck like a five-year-old child! It was still some way off and we couldn't make them out clearly. I can say that there were at least three and looking at John's book I thought they could have been Pilot Whales.

Late in the morning, one of the steering wires broke and John R steered using the tillers. We carried on at 8 knots while we rigged up another wire using some old wire that we had. We finished just in time to see 15 or so dolphins at some distance. In the evening we had 4 common dolphins sail round the boat but they still kept their distance.

16/4/00 Mid day Lat. 44^0 36.61' N Long. 10^0 46.59' W Wind F 4-5 N

During the day we had a couple of rolls in the Genoa and the full main. Much of the time we were making 10 knots through the water. Late morning we had at least 6 common dolphins riding the bow wave for at least ½ an hour. Then mid afternoon we had 20 common dolphins bow riding for 20 minutes or more. Later in the afternoon we reefed the main to the second reef. During the evening while we were putting in the third reef we broke the steering wire again. We put the main away, repaired the steering again and left only a 1/3 of the Genoa up. The wind was by now F 6-7 from the north.

17/4/00 Mid day Lat. 42^0 18.55' N Long. 11^0 39.38' W Wind F 6-7 N

We were using the heavily reefed Genoa while rolling down wind. A small group of large dolphins (possibly bottlenose) were spotted but they didn't come too close.

18/4/00 Mid day Lat. 40^0 06.85' N Long. 12^0 17.34' W Wind F 6-7 N

Most of the time we had $^1/_3$ to ¼ Genoa and ran before the wind trying not to put too much stress on the steering.

19/4/00 Mid day Lat. 37^0 49.51' N Long. 12^0 46.99' W Wind F 6-7 N

Robert had noticed that the pin at the bottom of the fore stay for the Genoa was almost out but he managed to take the load off and replace it.

Then, at mid day, our finest sight yet. At least 50 common dolphins were leaping though the waves towards us from the south. Every where you looked they were there. Many of them were playing in the bow wave. Most of the time we had waves that were 6 to 8 feet from trough to crest. Every now and again we got a series of three waves that would be 20 ft or more. It was dramatic to see them running up to us from up wind and lift first the stern and then the bows before carrying on their way. Usually they would pass without a problem, as the boat was wonderful at keeping on its course. Sometimes we would have a crest of the wave break underneath us producing a lot of noise (especially below decks). Only very occasionally did she broach and even then it was only about 15 degrees to windward and not difficult to bring her back on to the course.

20/4/00 Mid day Lat. 35^0 06.09' N Long. 12^0 47.81' W Wind F 3-4 N

Running under full Genoa we tried setting the main or the staysail flying from the windward bow or anything else to put up extra sail without blanketing the Genoa. We saw another small pod of common dolphins although we were a little more laid-back about it by this time. They have not lost their beauty or their artistry for swimming. It was just that we had seen so much! (Believe me John it is not a complaint!) So what next?

A Turtle! It was a real live turtle mid ocean. About fourteen inches long with orange spotty colouring. John's book didn't cover turtles so I can't say what kind it was and although it wasn't on my demands list John, it will be on the next one!

"Cool Change" Atlantic Crossing – Leg 1 UK – Canaries

David Weinstock

21/4/00 Mid day Lat. 33^0 57.64' N Long. 13^0 17.36' W Wind F 4-6 N

The seas had settled down and by now we had well and truly settled in to the routine of passage making. We were using full Genoa to begin and the wind strengthened so we reduced the Genoa to $^1/_3$.

22/4/00 Mid day Lat. 31^0 49.50' N Long. 13^0 44.00' W Wind F 3-5 N

The wind was going lighter again so that we were using more and more of the Genoa. We were wondering what we could have done for a square sail if we had a suitable spar to rig it.

One strange thing that we spotted in the dark of night, was a column of phosphorescence welling up from the deep. The column was about 20ft wide at the surface. We had been near some sea mountains and we presumed that it was turbulence from the deep currents hitting the peaks of these sea mountains.

23/4/00 Mid day Lat. 29^0 47.58' N Long. 14^0 40.07' W Wind F 1-3 N

We started off with the full Genoa and ended up flying the spinnaker. We were going to take it down for the night and use the Genoa again but the wind just got lighter and lighter. Our latitudes were dropping as the time went on and, although the wind was frustratingly light, it was evident that we were due to arrive in the next day or so.

I was not happy with this inevitable predicament as for me it meant a flight home and back to work.

Interestingly it also made the others react differently as well. We all started talking about things back at home. Although there had been four PCA committee members aboard, we only talked about PCA affairs in the first two days and the last two days of the passage.

24/4/00 Mid day Lat. 28^0 26.28' N Long. 15^0 13.69' W Wind F 0-1 N

We drifted on until we were about 10 miles out of Puerto de la Luz and we put the engine on. We finally docked in the marina there at 17.30 but we couldn't clear customs until the next morning. We still couldn't have our showers so we opened the Champagne and the beer and lounged about doing nothing.

Puerto de la Luz was a useful stopping off place. There were good facilities to repair sails and purchase engine parts. We enjoyed eating out in the town including a very memorable Japanese meal. I have only one complaint about the marina. I wish they would let us have hot water in the showers.

Before returning to England I spent a couple of days visiting Ben Mullet on his boat in a marina on the nearby island of Fuertoventura. All in all it was a shame to come home. I am sure the rest of the crew will have a fine time for the rest of the crossing.

Las Palmas sunshine. Your author, is located for'ard, with skipper aft.

"Salad Days" - Reflections on build & sea trials

Val & Richard Rummery

On Thursday November 8th 2001 Tangaroa Mk. 4 " SALAD DAYS" was launched in Bunbury harbour, Western Australia. It had taken Valerie & myself a little over 5 1/2 years to build her, partly because neither of us have had much building experience, nor had we had much sailing experience. As a consequence there were many, many hours spent trying to decide how to lay out the hull cabins & also the decks so that the two of us, as senior citizens, could cope.

The plans were excellent & easy to follow. The modifications that we made, I believe everybody makes a few, were as follows;

1.Vortex Generators, we had read lots of pro's & con's but decided that if we were going to fit them then the initial build was the time to do it, not as a retro / fit. Also if they did not improve the sailing, they would not do much harm.

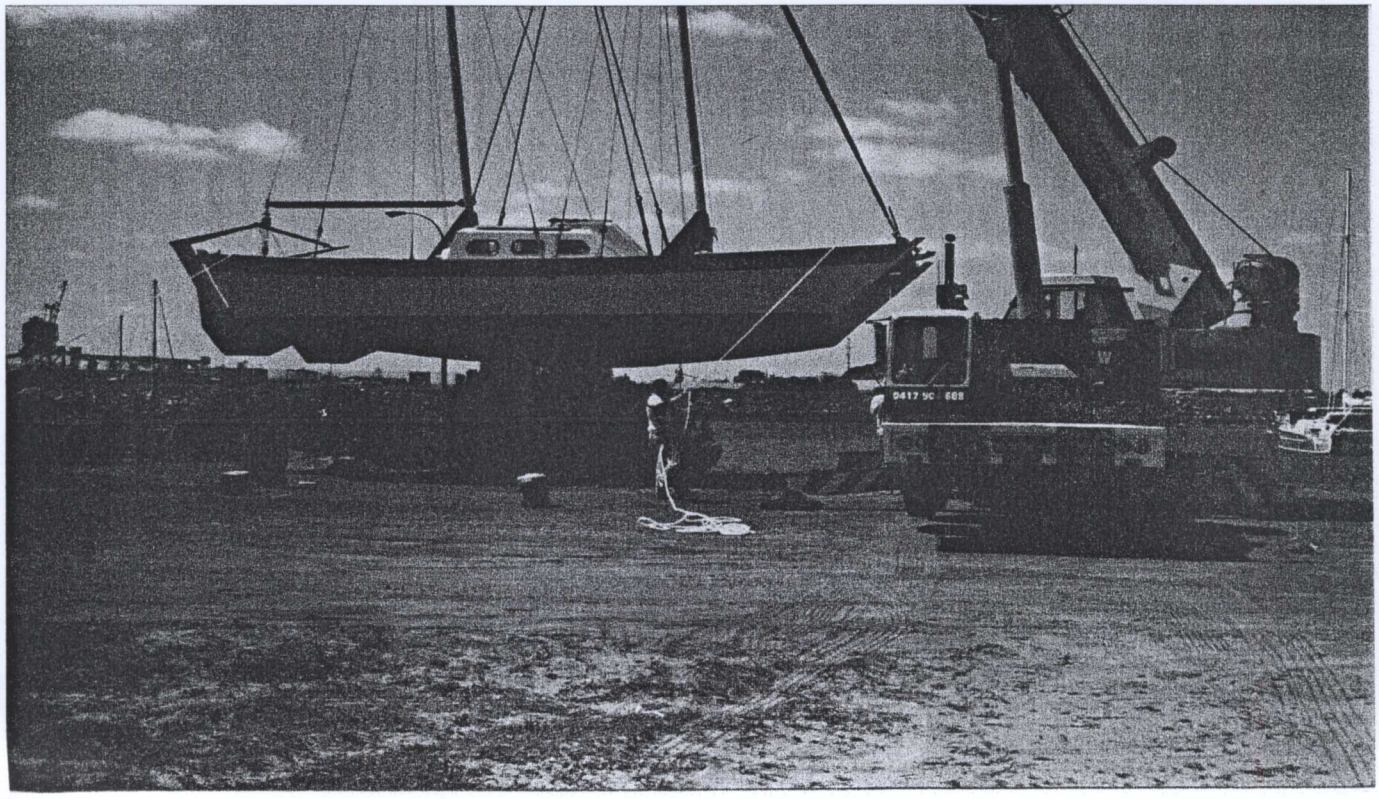
2. The decks between the end compartments hatches & the stem or stern posts were made of layers of 9mm. ply, 2 of them set below the top of the gunnels & the third cross the top of the 2 onto the top of the gunnels. This gave us a really solid set of deck sections to bolt 4 large wooden mooring cleats to, one at each end of each hull.

3. Four additional hatches were fitted, similar in size design to the hatches on the end compartments, with the addition of a fairly large Perspex panel. These were fitted over the ends of the 4 hull bunks. These give light to the bunks, also through ventilation, (the forward one's open from the forward edge & the aft one's from the aft edge).

4. We built a small "deckpod" (double bunk) with a cockpit behind. This is situated between the hulls & between beams 2 & 3. This "pod" gives the cockpit some shelter from the wind & spray & was featured in " SEA PEOPLE" 42.

5. The rig is a "TIKI" type schooner rig. The jib is 180 square feet & is roller furling. The foresail is 188 square feet with no boom. This sail is self tacking by using a double block with a becket tied onto but about 10" away from the clew of the sail, a double block fitted to the base of the main mast & a single block on a strop around the main mast just above the main mast boom goose neck. From there the sheet is led down through 2 more blocks to a small self tailing winch on the back end of the main mast beam. The winch could be replaced with a cleat. The main sail is also 188 square feet, lose footed on a boom & sheeted down to the rear netting beam & then to a cleat on the 4th main beam.

The standing rigging we made up ourselves. The fore stay is 7mm 1 x 19 with Stay Lock fittings either end to accommodate the roller furler. The 8 shrouds are 8mm 7 x 19. We formed our own eyes by unlaying about 2 feet at each end & bending the core (central) wire into a generous loop & taping the tail of the loop to the still laid wire. We then took 2 groups of 3 outer strands & relayed them around the loop, 3 from one side of the loop, & 3 from the other side of the loop. When the loop is complete & looks the same as the original wire then relay the remains of the 6 strands around the remains of the central core.



Don't dump that scrap ply ! Dave Peak

Hang onto those scrap pieces of plywood. With a little thought and planning you can turn them into useful gear aboard your boat. Here's a few to get your creative juices flowing . Others will follow in upcoming issues.

1. A simple 2'x1' thin piece of ply can save hundreds of dollars on a world cruise or at least the price of a couple of cases of wine on a European cruise by turning it into a permanent courtesy flag. At a cost of approx £5($7.50) per flag, cruise inventory costs can mount quickly.

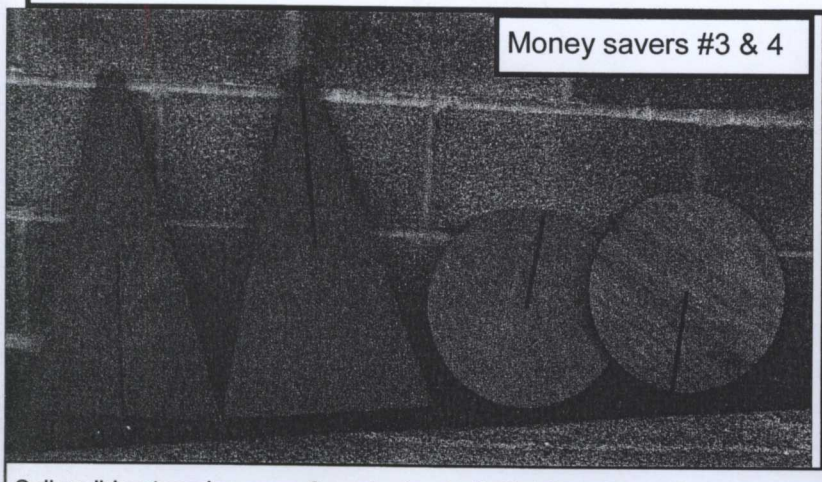
Inspired by Tristan Jones' "East of Suez" reference to a plywood courtesy flag (an idea he appropriated from Soviet Union naval vessels he observed). Epoxy coat a 3mm piece of ply and adding several strands of woven roving epoxied to top & bottom inside corners makes for a more permanent courtesy flag.

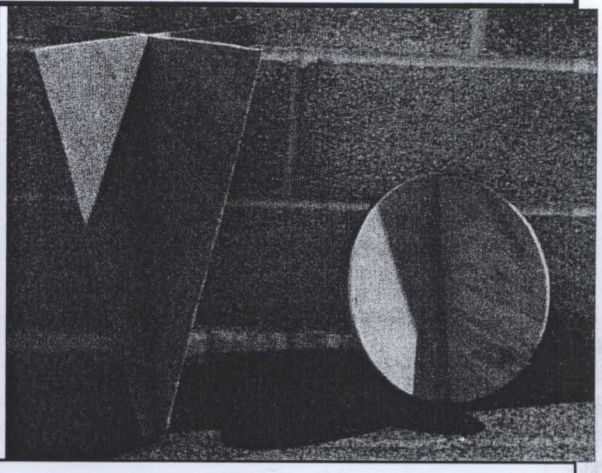
Adding in the cost of a set of waterproof paints and a book of flags (nautical version) you should be ahead of buying just 3 courtesy flags

Money saver #2

2. If you own or have seen one of the cheap emergency radar reflectors you'll know where I got the next two ideas from.

Money savers #3 & 4





Collapsible steaming cone & anchoring ball. Cut from 9mm ply (keeps flatter better than 6mm). Cone should approx 60mm x 30mm, ball approx 30mm dia for good visibilty on a 9-12metre boat. Drill small holes for uphaul & downhaul. After dryfitting, mount a small 12mmx12mm wooden cleat parallel to one slot, helps keep surfaces perpendicular. Paint black.

"Salad Days" - cont'd

To fit thimbles or deadeyes into the loops, which at this stage are too big, put the thimble or deadeye into the loop & pull the loop tight around the thimble or deadeye. Put a soft wire seizing close up to the thimble or deadeye & 2 more seizings further down. The whole job can be made neater with a light cord binding & some Stockholm tar.

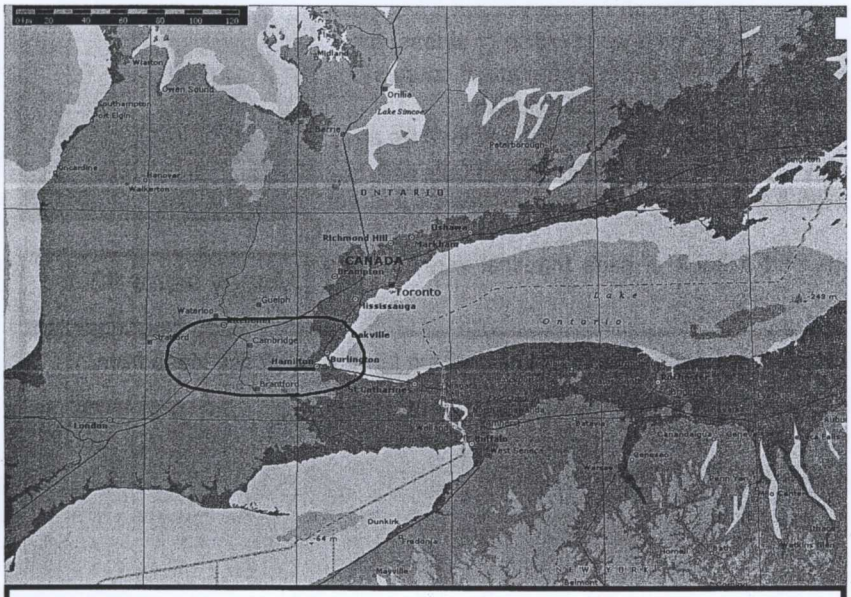
We built a ramp for the stern of the cat, the outer frame almost fills the space between the two hulls between the rear netting beam & the 4th main beam. Only the central 3 feet are slatted walkway, the spaces either side of the walkway are filled with netting, as is the space between the 1st main beam & the front netting beam. The ramp is great for loading & unloading, both ourselves & our dog. It is also good for carrying our plywood dinghy or even just raising it out of the water for some peace & quiet at night. We raise & lower the ramp using rope through blocks on the netting beam & to a sheet winch.

We were extremely lucky to have JEFF BROOKS with us for launching day & a couple of days prior to launching. Jeff built a Tanenui about 10 years ago in Freemantle. He sailed it up & down the West Australian coast for a while, then around to Darwin. From there Jeff sailed to Sri Lanka, South Africa, Namibia, St. Helena, Brazil & on to the Caribbean. On the way he worked on boats & boat building & as a consequence, knows a lot about boats & sailing in general & Wharrams in particular. With Jeff's knowledge & experience we were sailing on the afternoon of launch day with all 3 sails drawing well, even though the foresail sheeting was very temporary & a bit experimental.

Valerie & I have done a fair amount of day sailing around Bunbury & enjoyed every minute of it. On our longer trips (30 Nm. plus) we have usually had fairly light winds & with our limited experience slow sailing, but it was still very pleasant in the true Wharram naturist style. One big plus is that so far I have not felt at all sea sick, whereas on friends mono's I have often felt queasy & occasionally actually been sick.

Cat Corner Hamilton, Harbour, Lake Ontario, Canada

Jim Mathieson



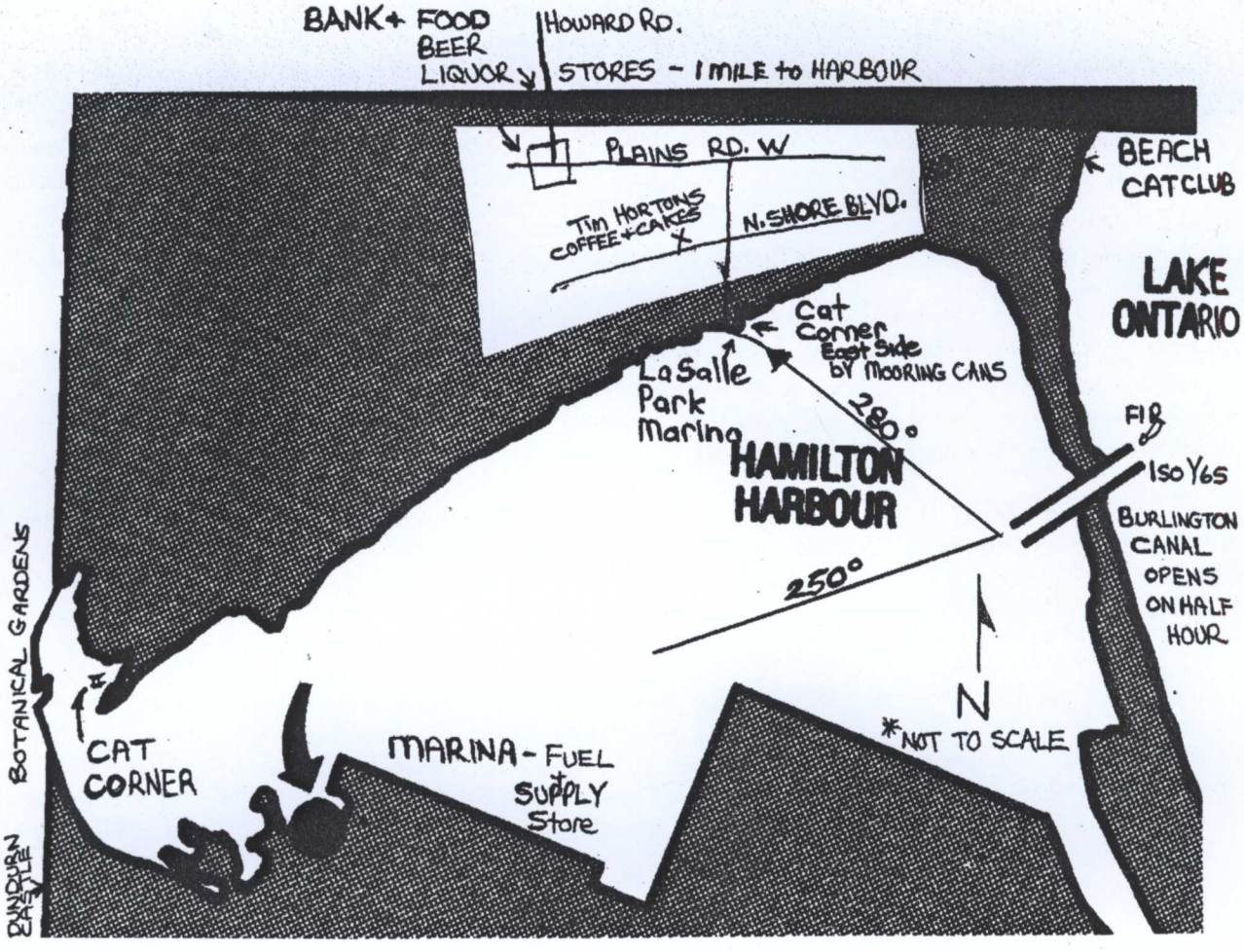
Hamilton is coveniently located equidistant from Toronto & Niagra Falls, both approximately 60 km away

Located at the western end of Lake Ontario, Hamilton Harbour is a triangular body of water approximately 7km east to west and 5km north to south, cut off from the main lake by a narrow strip of land. Entry into Hamilton Harbour is via Burlington Canal.

Once into Hamilton Harbour, the Hamilton waterfront lies along the southern shore of the harbour .

Big boats are served by La Salle Park Marina on the northern shore & biggest boats at Hamilton Marina on the far southern shore but the real cat corner is tucked away in the very western corner.

Two cat corners exist within the harbour, the first on the northern shore near La Salle Park and a second in the very far western end of Hamilton Harbor.



"Los Dos" investigated further

Pat Halling

Based on the picture in issue 47, as you can see, I have had a look at "Los Dos" in Leucarte (I live in the Naturalist Village Aphrodite). I sail a Dart 18, but would be really interested buying something like this Pahi 42. As far as I can tell, she looks to be really well found. Just one thing, the mast looks to be a little on the tall side. I may be wrong on this *(I thought so too (Ed.). But then again I feel the P42 is a very conservative rig – compare sail area and weights with Tiki38 & Tiki 46 and therefore a little extra sail area wouldn't hurt).* If you find the owner, I would be grateful if you could help me make contact.

You & Aye,

Pat Halling
+44 (0) 208 979 5707
+33 (0) 68 40 18 60

PS – When Mike Wynn & his delightful wife/crew, came sailing by, they called in to our appartment for a quick drink; they offered to give me sail, but sadly I was not able to go. I would certainly like to meet them again at the Mar Menor. A body of water I know well, having sailed a Laser, Windsurfer, Shearwater cat and a Dart on that superb "Lake". I think they are based at "Los Nietos Marina". We hope to pass that way in October.

** *Mike is holding a PCA rally on October 11-13th in Cartegena , Spain & can be contacted at* +34 (0) 630 689 604
Or by e-mail commodore@pca-seapeople.org

PPS – re request for sail training. My son Dane (ex Navy Laser champion can help.

Thanks Pat, someone from the PCA office will contact Dane shortly and see what we can sort out. Ed.

(Attn. Swiss members – can you inform the PCA office if there is a centralised registration of boats or cantonal office in Basel (Los Dos' home port). I know all Swiss sailors need a licence and presume that boat and sailor are somehow linked on a sailing registration computer database. Is this so ?? Ed.).

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Subject : Gougeon Bros on Boat Construction
Hi,

I have ordered the book from the library. If anybody is contemplating purchasing a copy, it can be bought from amazon.com (not amazon.co.uk!) for $29.95 plus circa $6 shipping.

Best regards
Richard (Flegg)

Dear Sea People,
First of all from the not so sunny south of France, a very happy 2002. Life I'm sure you will agree is a Lottery! If we could know our destiny we all would be so very happy!! Or commit suicide !!!
When I wrote regarding renewal & sweatshirt, I am sure I must have had a few !! (litres) ....no not really.
Fortunately for me I married a French/Catalan and remain "reasonably" sane.

I am very happy living in France, wish I could have made the move 30 yrs before.

The sweatshirt must be the large: I just cannot understand why more members have not ordered. **It is absolutely critical** that all members worldwide try to aid the marketing and publicity side of our association! How else at present, apart from 'word of mouth' and occasional advertising can the PCA grow ? Or the James Wharram designs attract the clientele they deserve ?

Paul & Lily Bines

Hints & Tips Bill Bailey

1. Webbing – Terylene strops from plumbers merchants 1500lb strain. Used to deliver bundles of copper pipes to plumbers merchants. Normally dumped in the skip.

Uses on boat include any webbing needs, tie-downs, strapping etc.

2. Bulk aggregate builders bags.

Very strong, used to offload 100's, if not 1000's of lbs of sand, gravel etc by builders supply companies.

Can be utilised on boat as drogues to slow boat down. Some come with release funnel in base of bag, so that when used as drogue some water is released, easing pressure on bag, gear and boat.

Best used one inside the other, double bagging like at the supermarket.

The Pushpit.....

Dates for your diary -

See Launchings (back page)

Aug 26th deadline for next magazine materials

PCA Summer events

Aug 10-11 UK Solent Rally Portsmouth
Contact Mike Duckett
+44 (0) 1225 707 142
PCACOM3@pca-seapeople.org

Aug 17-18 UK Poole area Rally
Contact Ken Hook
+44 (0) 1202 531 445
+44 (0) 79 4151 9150
PCA@pca-seapeople.org

Aug 24-26 UK Channel Isles
Contact Dave Yettram
+44(0)1534 632060
d.yettram@gov.je

Sept 21 PCA AGM Southampton, UK
Dolphin Hotel, Southampton
Social Meet 17:30 – 19:00
AGM commences 19:00

Sept 27-29 France, Les Isles D'Or, Hyeres Rally
Contact Dave Peak
+44 (0) 7703 571357
Hyeres@pca-seapeople.org

Oct 11-13 Spain, Cartagena Rally
Contact Mike Wynn
+34 (0) 630 689 604
commodore@pca-seapeople.org

NEXT ISSUE

- **Tiki 46 ~ Rigging**
- **Florida Keys Cruising**
- **Trailer Tips**
- **Cat Corners Austria/France**
- **Austrian Wharram Summer Meet**

BUT – we need building articles !!!

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic. That's the way to do it!

RED BURGEES, SEWN-ON WHARRAM LOGO BOTH SIDES.....£12 INC. P&P
TEE-SHIRTS (round neck).....£12 EA + P&P
POLOS/TENNIS(collar + buttons).....£15 EA + P&P
SWEATSHIRTS.....£16 EA + P&P
BACK ISSUES...of Seapeople.....£3.50 EA INC. P&P

BUY IN BULK .....5 ISSUES... £15 INC. P&P.....10 ISSUES...£25 INC. P&P

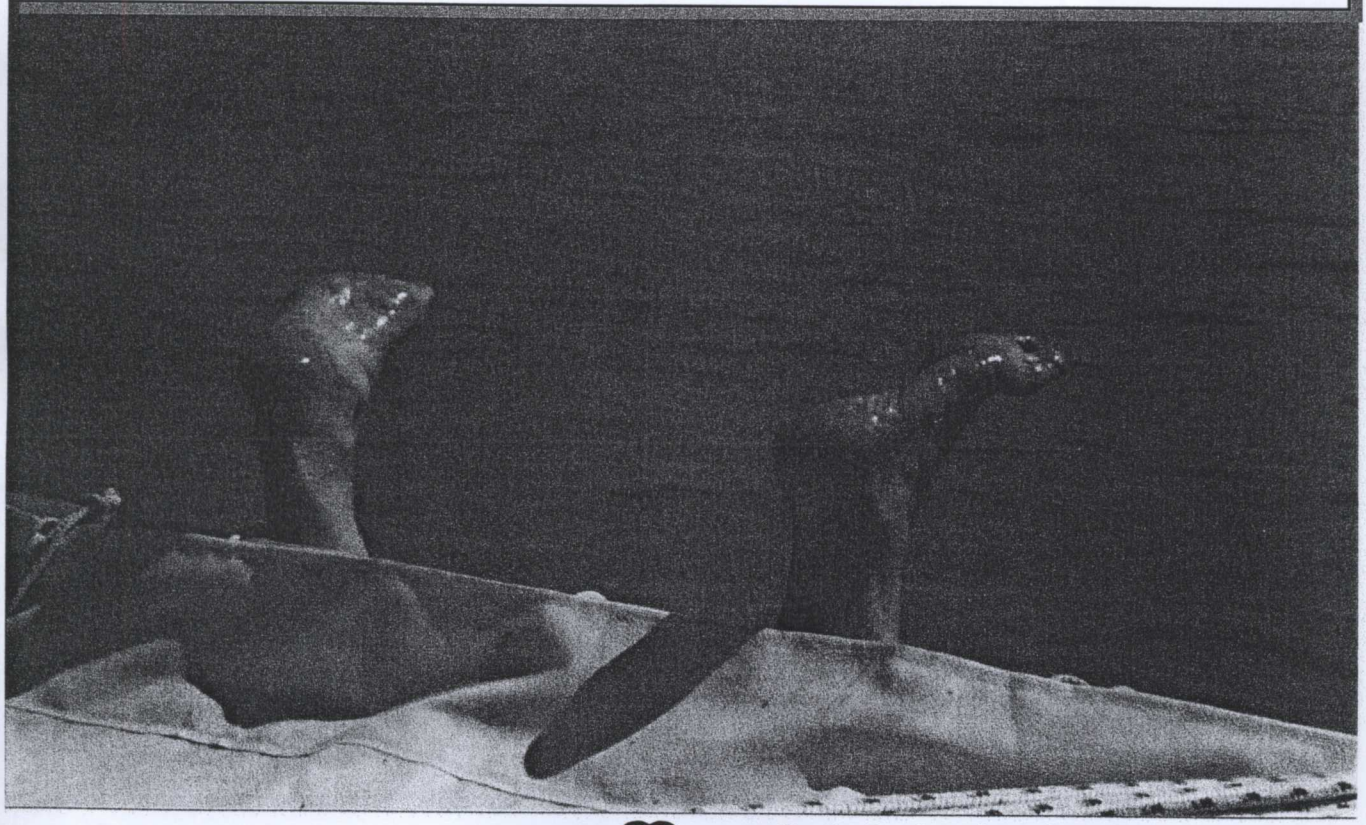
POSTAGE ON CLOTHING ITEMS:

UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
EUROPE AIRMAIL: £3 PER ITEM
WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE, OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. **CALL/WRITE PCA OFFICE FOR CREDIT CARD ORDERS.**

OUR NEW ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

Austrian member seen while .....ahem....., is that a " Man Overboard" exercise, hull cleaning or just plain too much sun ? ;-)



DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted.
Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

For sale a set of sails for a Pahi 31.

I have a Mainsail (used once), a foreseail (still bundled and tied as from Jeckells) and a Yankee (still bundled and tied).

I would like to sell the set for £750.

Trevor Hunt
Tel: Day 01280 707400 Eve 01280 706445

- HITIA 14 for sale

The price is 1850.-€ .

Well built in 1999 wooden look – only a few hours sailed. Full details & pix online via Austrian Wharram Circle.
<http://members.blackbox.net/AustrianWharramCircle/index.htm?bb=1> "HITIA14 FLO".

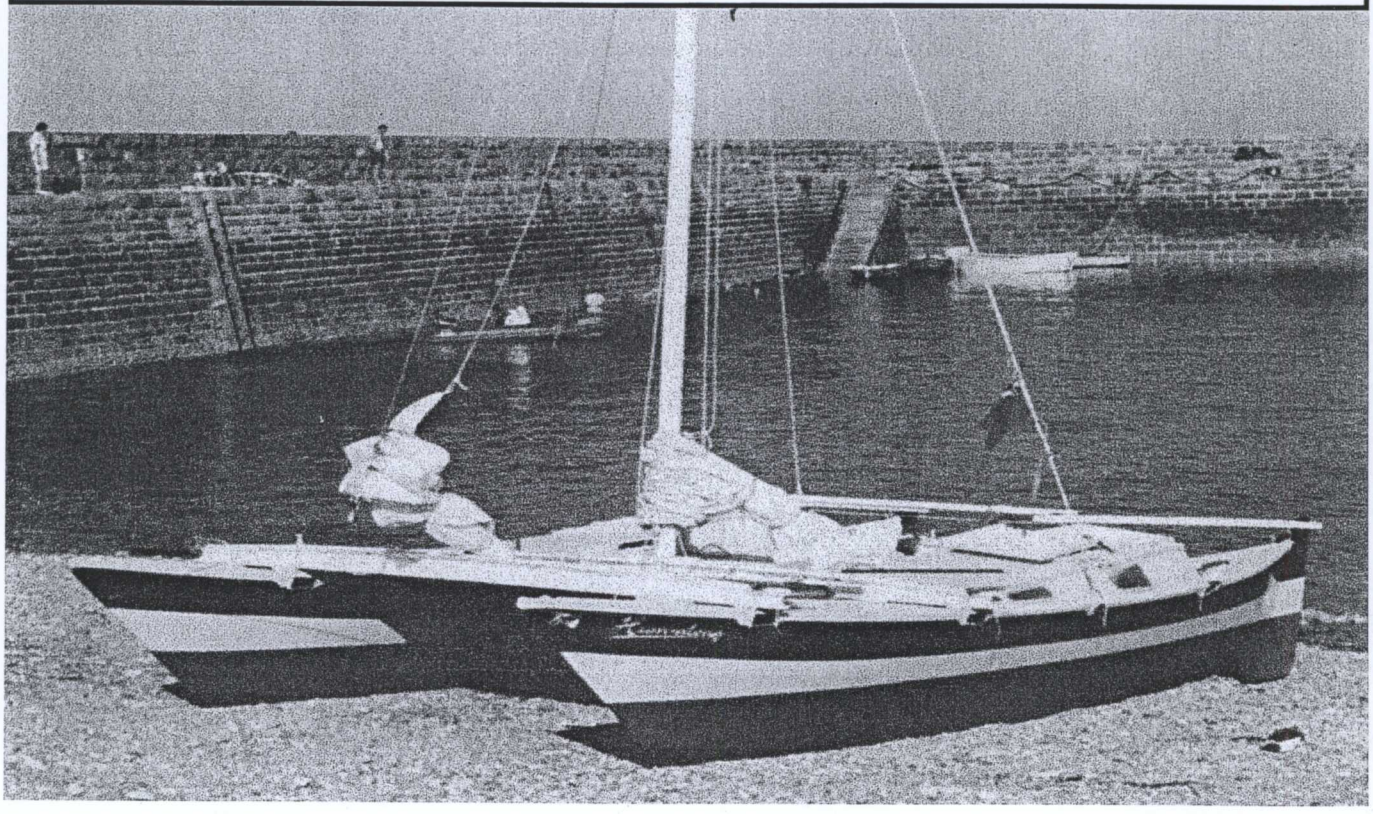
Peter (Weiegel) weigel@wtal.de

"For Sale NAVTEX receiver - ICS NAV - 4 Plus – A fully automatic 518KHz printing NAVTEX receiver with NMEA data logging facility and automatic station selection. Complete with shelf/bulkhead mounting bracket plus panel (flush) mounting kits & ICS Nav-4 plus user guide. Never again miss that weather forecast, safety or navigation alert. Price - £200

14 x 14" LH Propeller New propeller to fit Sillette Sonic Catamaran Drive Leg. Price - £60
Lewmar tapered portlights (LH + RH) Removed from Pahi 42 deck pod following re-design. Portlights serviceble. £ Offers.

Contact - Peter Richardson 01389 750859 (UK) or toroa.1@rya-online.net

FOR SALE - GRP TIKI 26 – "Eumundi" at Millbrook
Professionally built, launched 1991, in vgc full inventory including deck tent, launching trolleys lots of extras. £12,800
contact Mike Smith 01752 822617 evenings

FOR SALE - TIKI 21 (See below)– with purpose built road trailer, tender, 3.5hp O/b, new sails. All in good condition. Currently moored in Portsmouth harbour (try before you buy!). Owner moving up to larger craft.

Tel 01225 707142. £3,600. Mike Duckett